

FIRST IN THE QUEUE FOR OLD BUSES!

Bus & Coach PRESERVATION

Inside this month:

SCOTTS GREYS AUSTIN
AND EASTERN COUNTIES
BRISTOL PROFILED



HONG KONG SINGLE-DECK
GUY ARAB RESTORED

SEDDON PENNINE IV
IS A FREQUENT FLYER!

AIRPORT ROUTEMASTER
BACK IN PRESERVATION

**Plus the latest news
and much more ...**



LADY IN RED

Preserved FLF changes colour!



NEWS PLUS

The latest news from the world of bus preservation and beyond.

LADY IN RED

A Hants & Dorset Bristol FLF6B, preserved in Tilling green for several years has a new owner and a new livery!

RETURN JOURNEY: GREEN AND RED LODEKKAS

Hants & Dorset took a total of 241 Lodekkas, this number swelled to 333 in 1971, when 92 former Wilts & Dorset machines joined the fleet. The H&D originals all slowly turned from green to red.

STILL IN SERVICE

Our monthly round up of active older buses features a mix of step-entrances and low-floors from the UK's length and breadth.

DAVID JUKES presents . . .

'L' UNDER A BUSHEL

A magnificent 1950 former Eastern Counties Bristol L is celebrating 40 years in preservation, but has never featured on our pages.

NICK LARKIN puts matters right.

COACHING CLASSICS: ISLE OF WIGHT VACATION

This month 'Coaching Classics' takes a holiday on the Isle of Wight to take a look at some of the coaches plying for excursion business during the 1970s.

CMB'S CHARMED GUY — AN IMPOSSIBLE SURVIVOR

JOHN G. LIDSTONE reveals newly restored China Motor Bus Guy Arab MkV AD 4563.

A SPECTACULAR RETURN

The much-missed Southsea Spectacular bus rally returned on 12 June 2016 following 13 years' absence, as DAVID JUKES reports.

DAY OUT IN WHITTLESEY

This year's Fenland BusFest based on the small market town of Whittlesey was certainly blessed with both good weather as well as a good turnout.

SCOTTS GREYS

In preservation now for many years, Plaxton Venturer-bodied Austin K8CVC makes a spectacular appearance in B&CP!

AFTER THEY WERE FAMOUS: THE UNUSUAL

Sometimes it's hard to believe the roles old buses take on! Here's a small selection.

FLY WITH A V8

A recent addition to Roger Burdett's collection is a relatively rare Seddon coach. SIMON GILL takes a closer look.

FLYING HIGH

RMA11 (NMY 648E) has recently joined the Southdown Historic Vehicle Group's collection almost exactly 50 years following the type's introduction, as DAVID JUKES reports.

THE MODEL PAGE

Plymouth City Transport/Plymouth Citybus models are reviewed by NIGEL APPLEFORD.

OFF ROUTE

Rare shots of demonstrators in action and a Chile sandwich are amongst this month's insanities! NICK LARKIN reports.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

Cover: **Seen in a rainy Ringwood in the heart of the New Forest, Hants & Dorset 1254 (KRU 224F), a 1967 Bristol FLF6B has recently been outshopped in the poppy red livery worn in its latter years in service. The full story appears on page 14.**

PHILIP LAMB

CHANGING COLOURS

Elsewhere in this issue, we explore a case of changing liveries in the NBC era. Here we have another example of an operator, in this instance using a red-based livery, switching to leaf green. East Midland once had an unusual biscuit, chocolate and white livery, which was superseded by a standard red and white livery, in turn replaced by leaf green under NBC auspices. Privatisation saw a green and cream livery reminiscent of Mansfield District, in turn swept away at the end of the decade as a result of the sale of the company to Stagecoach Holdings.

MAIN PICTURE: Seen bound for Chesterfield R372 (YAL 372), a Metro-Cammell-bodied Leyland Tiger Cub PSUC1/1 leads a Morris 1000 van and a Hillman Imp as it pushes up a long climb. The Tiger Cub wears the late-BET/early-NBC red and white livery. PRESBUS ARCHIVE

TOP LEFT: In 1977 NBC's East Midland painted this Alexander-bodied Leyland Atlantean PDR1/2 276 (BNN 178C) in East Midland's traditional livery which lasted into the 1950s to celebrate the company's 50th anniversary. It is seen here in New Street, Chesterfield in August 1980. PRESBUS ARCHIVE





LEFT: In 1963 East Midland took delivery of 14 Alexander-bodied Albion Lowlander LR7s, two of which D165/7 (NVO D166/7), are seen here sporting NBC-era leaf green livery, when near the end of their working lives. PRESBUS ARCHIVE/MARTYN HUNT

ABOVE: Privatisation saw East Midland and its Mansfield District subsidiary adopt this very pleasant green and cream livery, reminding us of traditional Mansfield District livery. Repaints were quick to appear including that of ECW-bodied Leyland Olympian 311 (SHE 311Y) seen here in Chesterfield in September 1986. PRESBUS ARCHIVE



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31911 LONDON COUNTRY NBC—RM RML (407 Langley Village)
38126 RIBBLE—BRISTOL VRT ECW BUS (668 Upperby)
26630 PLYMOUTH CITY—GUY ARAB II UTILITY (22 Theatre, Exeter St)
28013 MIDLAND RED CHASERIDER (Green)—DAIMLER DMS (156 Cannock)
12124 GREENSLADES—HARRINGTON CAVALIER COACH (Wales)
27319 SCOUT—LEYLAND TD1 Enclosed Staircase (Blackpool)

DELAYED MODELS

31515 LONDON TRANSPORT—AEC ROUTEMASTER (177 Abbey Wood)
12122 SOUTHDOWN—HARRINGTON CAVALIER (Wales, North Ireland)
34112 LONDON TRANSPORT—AEC RT3 (12 Oxford Circus)
12311 MAIDSTONE & DISTRICT—Harrington Grenadier (Bournemouth)
15808 EAST KENT—LEYLAND PD1 (66 Ramsgate Harbour)
36007 BARTON—LEYLAND RTL (18 Chilwell)
38123 CITY OF OXFORD—BRISTOL



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EFFE 38125
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STILL AVAILABLE
EFFE 28012
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LEYLAND DMS



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EFFE 31910
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41417B GLASGOW CORPORATION—DAIMLER ROE (48A Priesthill) £25
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46613 LONDON UNITED—BORISMASTER Standard Livery (9 Hammersmith) £15
46614A GO AHEAD LONDON—NBFL Silver & Red Livery (453 Deptford) £25 Available
46614B GO AHEAD LONDON—NBFL Silver & Red Livery (453 Marylebone) £25 Available
46615A ARRIVA—BORISMASTER Coca Cola Livery (137 Streatham Hill) £25
46615B ARRIVA—BORISMASTER Coca Cola Livery (137 Oxford Circus) £25

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£14

76PAN-004
Yorkshire Woollen



£16

76PD2-003 Southdown Leyland Titan

Please Note That Release Dates For ALL Models are Subject to Change and Delay at Short Notice



EVENT WMT 30

On Sunday 24th July 2016
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Wheeler Lane, Kings Heath

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ES-15 Wilts & Dorset —Scania Omnidekka (1020, YN06 JWX, X7 Southampton (Tilling Heritage Livery)



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RALLY DATES FOR 2016 SEASON

10 July Poole Quay
Hants & Dorset 100 years
17 July Alton Hampshire
24 July WMT 30
Kings Heath, Birmingham
31 July Brislington, Bristol
7 Aug Gosport
14 Aug Dewsbury Museum

20/21 Aug Lathalmond
Museum, Dunfermline
28/29 Aug Wythall Museum
4 Sept Leicester Rally &
First Bus Open Day
11 Sept Weston super Mare
Crosville Bus Rally
18 Sept Potteries
Connection Bus Rally



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71 TAYLOR ROAD
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Moving forward

Exciting news this month — B&CP is going digital! By the time you read this, or very shortly afterwards, B&CP will be available on line, as well as the tried and tested paper magazine format.

There will be no change to subscriptions and the magazine will continue to be available through news outlets as before. The change to a digital alternative is merely a reflection of the times in which we live, and is necessary in order that B&CP continues to grow and to thrive.

A digital version will in particular make the magazine available to a wider audience, both to existing readers as well as potential readers living abroad. Research and feedback tells us that bus enthusiasts in far away places like Hong Kong and Australia, where their interests are not supported locally by magazines, are not catered for. There are, however, no plans to increase the overseas content in B&CP, the level of which will remain as before.

In this month's issue we continue our occasional coverage of preservation overseas with an in depth look at the first privately preserved bus in Hong Kong, which incidentally looks very much like a British 'might have been'. The private preservation of a bus in Hong Kong is something very new to the authorities there and it will be interesting to observe

how attitudes and the related momentum develop.

Whereas interest in buses and indeed other forms of transport is nothing like at the levels it was in the UK back in the 1960s and 1970s, in Hong Kong it is growing apace, with 'bus fan' shops opening up. This is in stark contrast to what is happening here, with the recent news of the impending closure of the excellent Ian Allan bookshop in Manchester, that in Cardiff having already closed.

This begs the question: what is the future of 'bus fans' in Britain? Demand for books, models etc has declined, but not by as much as the sad news above suggests.

Publishers and model manufacturers are successfully seeking ways of continuing to supply what is we stress is still a sizeable market. Almost every weekend throughout the season, B&CP is out and about on the rally scene and we continue to be impressed by the sheer numbers of you who attend such events, and who, like us, are determined to continue to support the movement and to ensure that our transport heritage is preserved for future generations and to make that available to the public week in week out at a venue near you . . .

Hooray for the rally scene and for all those who work tirelessly behind the scenes to make it all happen!



Isle of Man OBs back on the mainland

Two Duple Vista-bodied Bedford OBs resident on the Isle of Man for the last 29 years with Tours, Ballasalla and registered 1949/50 MN returned to the mainland in time for the 2016 Hull to Bridlington East Coast Run held on Sunday 12 June.

Originally HTM 20, 1949 MN was new to Bailey of Turvey, Bedfordshire in 1950, later passing to Norman Boyes of Wyke, and at one time was on loan to the Yorkshire Transport Museum. Mr Boyes sold the coach to Tours in June 1988, the registration HTM 20 having been transferred to a car in July 1987 when DVLA issued replacement registration BVH 319A. The OB has now revert to that registration, but will have a more suitable age-related plate applied.

Originally RHK 843, 1950 MN was and new to Went, Boxted, Essex in

March 1951. By 1979 it had passed to P. Crawley, a haulage contractor of Malden, Essex who placed it on loan to the Eastern National Preservation Society. It was then painted to represent Eastern National 4065, although it was never owned by the operator. It was sold to Tours in 1987, but has now returned to its original registration.

Both OBs have been acquired by Craig Porteous (t/a Yorkshire Bus & Coach Sales) of Hull in September 2015 but have only recently been re-registered on mainland plates. Craig celebrated their return to the road by entering the 2016 East Coast Run with parties of friends and invited guests.

If anyone has the HTM 20 plate for sale please contact Craig at craig.porteous@virgin.net

Report and pictures: JOHN WAKEFIELD

Recently on eBay

Two rare buses have recently appeared on eBay. Albion Viking 2948 HZ was new to the Southern Education & Library Board (SELB), Armagh, and was last sold in 2013 at auction to Adrian Quinn of Armagh for preservation. After some mechanical work, it's now a runner but is alas in need of a new owner, as Adrian does not have the time needed to complete the restoration. It is believed to be one of only three survivors.

Northampton Roe-bodied Daimler CVG6 261 (GNH 261F) is for sale in Norfolk. Having been with the Roderick family of Norwich since 2005, it is now available as a result of personal circumstances. Although the bus has not been seen out and about recently, it is currently taxed and MoT'd.

Report: JOHN WAKEFIELD



Red & White Gathering: change of date

The date of the 2016 Red & White Gathering has been changed to the 10 September to coincide with the 50th anniversary of the opening of the Severn Bridge (now part of the M48). It is hoped that a cavalcade of buses and coaches spanning the 50 intervening years will cross the bridge in convoy. Vehicles will gather at Cribb's Causeway car park from 10.30 onwards, leaving at 11.00.

The event will also commemorate the commencement of the 300/301 service from Cardiff to Bristol with a gathering of buses at the Old Ferry Inn at Beachley, Chepstow.

Further details from R. Edworthy, 11 Medway, Rogiet, Caldicot NP26 3SA, Tel: 01291 424394.



Heritage buses star at new bus station opening

Whilst many towns and cities have seen their bus terminals close, Leicester has bucked the trend with the opening of its new £13.5m Haymarket Bus Station in the city centre. The opening ceremony on Saturday 7 May featured guest appearances by a number of preserved buses including Leicester City Transport Leyland Titans 154 (FJF 193) and 164 (TBC 164), along with Dennis Dominators 50 (TBC 50X) and 100 (C100 UBC). The Nottingham Area Bus Society brought along the fine looking Barton AEC Regent V No 854 (854 FNN), whilst the former Midland Red fleet was represented by S15 5066 (5056 HA). Also on show were some of the city's bus operators' latest vehicles.

Volunteers from the Leicester Transport Heritage Trust deployed some of the vintage vehicles on a free 15min service which carried almost 500 people between the new Haymarket Bus Station and the Abbey Pumping Station Museum. Regular services began operating from the new

terminal the following day.

The new bus station comprises 23 bus departure bays centred on an impressive new terminal building incorporating a spacious concourse with passenger waiting areas, electronic information displays and

a passenger information facility. With up to 100 departures an hour, 40 services now operate from the bus station. This has enabled most of the city centre kerbside stops to be relocated to the new facility. Picture: MIKE GREENWOOD



Dewsbury Bus Museum Summer Spectacular

West Riding Omnibus Museum Trust will be holding its Dewsbury Bus Museum Summer Spectacular Running Day on Sunday 14 August at The Mill Outlet in Batley – open between 10.30 and 16.30.

There will be a free network of local

bus services with 25 buses expected to be in service. Additional attractions include stalls and slideshows, trips to Dewsbury Bus Museum and Black Prince buses. A souvenir programme and timetable with vehicle allocations will be available for

£3. Advance copies can be ordered by post (47E Dale Street, Ossett WF5 9HE), further details are available from: www.dewsburybusmuseum.co.uk or tel: 0844 504 0085. The Museum's Autumn Open Day is on Sunday 13 November.



OK Motor Services returns

Tim Philips, owner of Leyland Tiger/Plaxton Supreme VI LFT 5X, new to OK Motor Services of Bishop Auckland in 1982, has recently been granted an operating licence for one vehicle in the name of OK Motor Services Ltd, now trading from Copley Hill Farm Business Park, Babraham, Cambridge CB22 3GN.

The original OK Motor Services ceased trading in 1995, the name, along with that of associate company OK Travel was acquired by David Bloomfield of Wem, Shropshire in 2007 but was not used.

Tim Philips acquired both companies in October 2014. LFT 5X will now be available for hire. Prospective hirers can contact Tim on 01223 830044.

Picture: TIM PHILIPS



Seagull post

In recent years vehicle preservation has become more popular, especially that of buses and coaches. It is this movement that Neil Millington has taken a keen interest in since taking early retirement in 2005 when he formed 'Classic Connections'.

One vehicle in his fleet is Flights AEC Reliance, TOB 377 with Burlingham Seagull coachwork seating 37 in plush seats. Its claim to fame was that it transported the victorious Aston Villa football team to Wembley for the 1957 Cup Final when it played, and beat, Manchester United 2-1 in front of a crowd of 99,000 spectators.

Fellow Yorkshire-based enthusiast Barry Rennison of the Samuel Ledgard Society was amazed when he recently discovered details on eBay of a postage stamp that had been issued in the

Republic of De Burundi during 2012, which featured this very same vehicle. Acquiring the dealer's entire stock of the stamp, he was able to show colleagues visible proof of the postage stamp issued. The stamp was part of a mini-sheet with three other bus/coach stamps and is 3,000f postage value. Quality of artwork, paper and gum etc is very professional, but there is a mistake on the stamp describing it as registered JCK 892 which is actually carried by another Burlingham-bodied coach owned and preserved by Edward Jones, based in Flint and formerly Ribble 980.

Barry was informed by the dealer that Burundi is currently turning out a lot of topical stamps which appeal to collectors worldwide. These issues are essentially generating hard currency for a very poor country in central Africa,

situated south of Rwanda and West of Lake Victoria. However, it has issued some very high quality stamps which have been in great demand. Transport is always popular, so Burundi has produced many issues featuring cars, motorbikes (Harley Davidsons), helicopters, aircraft, Concorde, steam trains and, of course, buses and coaches. It is believed that the artist had painted the buses from original photos that were available in the public domain or on the Internet.

Thanks are due to Dr David Kidner of Beddau Stamps, Pontypridd for his assistance with details of the Burundi stamps. He has many items of transport-related stocks available on eBay. Report: BARRY RENNISON
Pictures: BARRY RENNISON/
COURTESY HARROGATE
ADVERTISER



Tram loan

For the first time, a tram from the National Collection at Crich Tramway Village will operate on loan to another museum. London County Council Tramways 106 is to be placed on loan to the East Anglia Transport Museum, at Carlton Colville, Lowestoft.

The vehicle was built in 1903, as one of 100 B-Class tramcars for LCC Tramways. As a requirement of the Public Carriage Office of the Metropolitan Police, the reversed staircases were, not long after the cars entered service, replaced by direct stairs. The B-Class, along with other open-top LCC trams, were all fitted with top-deck covers by 1914.

In 1926, after being withdrawn from passenger service, No 106 was converted into snow broom No 022. In this form it last saw active service during the winter of 1951/52.

Having escaped the one-way trip to the scrapyard, and following many years in storage, the London County Council Tramways Trust began restoration work at its Bonwell Street workshop in East London in 1970. In 1983, No 106 was transferred to Crich Tramway Village in Derbyshire, where it has since covered in excess of 10,000 miles in passenger service.

No 106 was withdrawn from service in 2010 for further restoration, including the replacement of three body corner pillars — a major job without dismantling the whole body. Coachbuilder Richard Stead devised a method of carefully taking the weight off the roof by jacking the joints apart one at a time. Following remedial attention, the new pillars were carefully inserted before being secured and prepared for painting. The gears were replaced along with motor pinions and associated work was carried out on the axles. A complete truck

overhaul was required and the motors were overhauled too. Finishing touches included repainting and signwriting.

The tram was re-launched in service on Saturday 13 June 2015 following 18 months of extensive overhaul in Crich's workshops, with funding support from London County Council Tramways Trust. Now LCC 106 is to make a guest appearance at the East Anglia Transport Museum's London Event from Saturday/Sunday 9/10 July 2016.

John Crisp, Chairman of East Anglia Transport Museum, said: 'We are extremely proud that The National Tramway Museum has agreed to loan us its beautifully restored London County Council B-Class tramcar. The vehicle will arrive only a day or two before the event and will be leaving immediately afterwards, so please don't miss this opportunity to see and ride on it in East Anglia. We are also pleased and excited that the London Transport Museum together with its 'Friends' organisation has arranged for a number of unusual and historic vehicles from the Capital to be used at this event.'



Two of interest

Chris Newton snapped this Marshall-bodied Bedford JJL at Birch Services on the M62 recently. It looked as if it was on a private hire for a birthday party.

Only four JJLs were built, HKX 553V being the only survivor. It was new in November 1979, starting out with Maidstone Borough Council before passing to Bournemouth (Yellow Buses)

in 1983. Since then it has had several owners and still looks rather well for its age.

Also recorded by Chris was East Lancs-bodied Leyland PD2A/30, Eastbourne 71 (BJK 671D), serving thirsty customers at Truckfest at the East of England Showground, Peterborough on Sunday 1 May 2016.



CRICH TRAMWAY VILLAGE

Model Tram & Railway Exhibition

A Model Tram and Railway Exhibition will be held at the National Tramway Museum on Saturday/Sunday 20 /21 August 2016 between 10.00 and 17.00 on both days. Normal museum entry charges will apply.

The exhibition will include, a 'Reading Corporation Tramways' layout portraying a short section of the Reading system as it would have been soon after its opening in 1903.

In addition a US inter-urban trolley layout, Hampshire Hills Traction, represents the rural way of life in New England. The line connects with nearby cities, and the cars rarely exceed a scale 15/20 mph as they bounce and roll in a leisurely fashion through the hilly countryside of the North Western States of America.

The 'Ripley Station Layout' features the Midland Railway's Ripley station which opened in 1889 and was served by branches from Little Eaton, Langley Mill and Butterley. The model is set in the 1960s, assuming that the passenger and goods service remained open.

Twelve other layouts will be on show. Further details from John Huddleston, e-mail: huddlestonja8@hotmail.com or contact: The National Tramway Museum, Crich Tramway Village, Crich, Derbyshire, DE4 5DP.



Got a story?

Our newshound Nigel Appleford's food bowl needs your input. Nigel is sitting quietly waiting for you to feed him stories, so please e-mail him at: nigel.appleford@btinternet.com. Don't let the poor dog starve!

Portsmouth Atlantean survivors meet again

The four known survivors of Portsmouth's 54-strong fleet of Metro-Cammell bodied Leyland PDR1/1 Mk IIs remaining in the UK were reunited at the City of Portsmouth Preserved Transport Depot (CPPTD) Running Day and Rally at Royal

Armouries, Fort Nelson near Fareham, Hants on Bank Holiday Monday 30 May. Seen here from the left are privately owned 236 (BBK 236B), 11 (ex-251) (ERV 251D) from the CPPTD collection, 9 (ex-250) (ERV 250D) preserved by

Jason Rayner and 7 (ex-254) (ERV 254D), now with Southern Transit.

The other two survivors, both open-top, are 8 (ex-249) (ERV 249D) and 10 (ex-252) (ERV 252D), and are both in Canada.

Picture: NIGEL APPLEFORD



339 ETB moves to Norfolk

Bedford SB3/Duple Vega, 399 ETB has recently moved south from Whitby to Stratton Strawless in Norfolk.

399 ETB was new to Robinson of Great Harwood in 1958 and has until recently

been operating with Coastal & Country Coaches of Whitby on its 'Heartbeat' tour. It was acquired by Eastons Coaches in May where it will become part of that operator's heritage fleet.

Coastal & Country still have SB, 696 UXO, new to Shadwell of Warrington in 1958 as SED 232. It later served with Gorwoods Coaches where it was fitted with a diesel engine.



Picture: NIGEL APPLEFORD



Trans-Lancs Road Run 3rd Revival

4th September 2016

**FREE BREAKFAST
FOR ALL ATTENDEES**

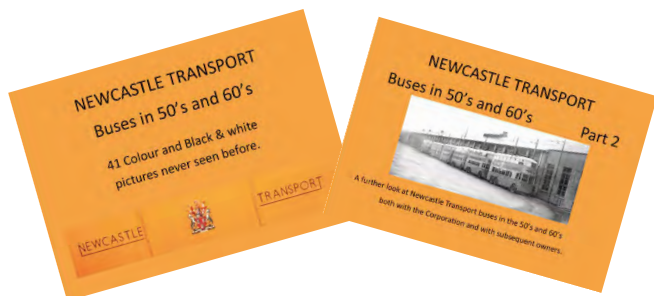
The much loved tradition that is the "Road Run" was quietly dropped several years ago from the Heaton Park Rally schedule, by the Museum of Transport. So, after two successful years, The Selneec Preservation Society are bringing the Road Run back for a triumphant, third outing!

- Free breakfast served from 8:30am until 11am on Boyle St.
- All vehicles are welcome
- Vehicles taking part must arrive before 10:30am
- Free travel on SPS vehicles
- Road Run starts at 11am on Boyle St, just off Queen's Road in Manchester,

SELNEC PRESERVATION SOCIETY

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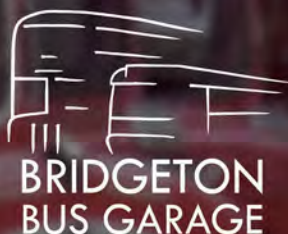
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LADY IN RED

A Hants & Dorset Bristol FLF6B, preserved in Tilling green for several years has a new owner and a new livery!

In May 1967, Hants & Dorset Motor Services ordered 22 Bristol FLFs, these proving to be the very last half-cabs to enter the fleet. The batch consisted of 11 Bristol BVW-powered buses, the other half being fitted with the Leyland O.600 units. All had fluid flywheels and semi-automatic transmissions. One of these, No 1557 (KRU 224F), was received by staff at Hants & Dorset's Southampton Stores on 31 July that year.

FROM E TO F

No 1557 was numerically the second vehicle in the batch and was initially given the registration KLJ 22E. It was, however, subsequently re-registered KRU 224F prior to entering service, due to the UK year-letter suffix change occurring in August from 1967, rather than on 1 January, as had previously been the case.

No 1557 was one of four of the batch to be allocated to Bournemouth, remaining there for its entire life with Hants & Dorset during which the bus could usually

be found on either the Poole–Wimborne–Bournemouth or Bournemouth–Wallisdown services. Drivers were immediately impressed by the semi-automatic transmission on the new buses, although crews did report increased noise levels compared to earlier Lodekkas.

On 5 September 1971, a fleet renumbering took place coinciding with the absorption of Wilts & Dorset's vehicles into the Hants & Dorset fleet, No 1557 becoming No 1254. Repainting of the existing fleet into NBC poppy red soon got underway, and by the end of 1973 a good number of Lodekkas had turned red. No 1254, however, waited a further two years to receive the new livery, being in fact the last double-decker in the fleet to be repainted.

During the service life of any bus there is always a chance of accidental damage occurring, and unfortunately, No 1254 suffered a very bad rear-end collision with a lorry in Ferndown sometime during spring 1978. Early withdrawal and disposal was considered, but in the event

the bus was driven to Southampton's Winchester Road body shop and repaired, receiving a complete new rear-platform and full repaint before re-entering service at Bournemouth for its remaining two years, the last Lodekkas being finally withdrawn in November 1980.

PRESERVATION

During 1979, a pair of local, young enthusiasts, Tim and Geoff, made enquiries concerning the availability of No 1254 for preservation. They were successful in purchasing the bus, and arrived at Poole garage one cold morning in January 1981 to collect it and take it to its new home — a farmyard near Colehill, where it happily resided for the next 30 years.

In the course of the two years that followed, the pair were kept busy with restoration work, firstly attending to the interior. In the summer of 1983, the bus was returned to the Tilling green and cream livery in which it was delivered, remaining thus in for the next 30 years. At this time,

the original black and white painted fleet number plate turned up having spent some years in a local enthusiast's collection, so No 1254 became No 1557 again!

The following decades saw the bus leading a very active semi-retirement. It was the original flagship vehicle of the Wessex Transport Society, being the focus of the club's formation in 1983. It was kept busy attending bus rallies and running days, helping friends to transport wedding guests and, during the 1990s, taking part in several films.

Almost 50 years since the FLF first arrived in Dorset, it has now started a new life, back in revenue-earning service as the flagship vehicle in the new Bournemouth-based Dekkabus fleet.

Established by ex-Hants & Dorset man and new owner of KRU 224F, Trevor

Opposite: **Long-term member of the preservation movement Bristol FLF6B Hants & Dorset 1557, 1254 (KRU 224F) has a new red coat and a new role as a semi-preserved revenue-owning vehicle.**

Right: **Paint job is to a very high standard. Note the sun visor which was only to be found on Hants & Dorset vehicles.**

Below right: **Rear of Eastern Coach Works bodywork for the FLF is extremely well proportioned.**

Below: **Interior is delightfully original.**

Period ads are on display within.

Owner Trevor Shore (right) with Dekkabus Compliance Manager Mark Self. Pictures: PHILIP LAMB

Shore earlier this year, Dekkabus aims to provide vehicles for weddings and other private hire work within a 40-mile radius of its Bournemouth base.

Following acquisition, the FLF was put through an immediate MoT to help establish what mechanical work was required. As it turned out, all that was needed was some minor work on the brakes, namely freeing up those on the rear nearside and front offside, which were binding, plus attention to the handbrake. Some loose bolts were also identified in the steering box. A full class 6 MoT was obtained in February of this year, before the bus was despatched to commercial vehicle specialists Carcomm

in Middlesex, where it was treated to a full bare metal repaint using two-pack paint. The opportunity was also taken to replace all window rubbers, and to polish all brightwork, as both these and the windows were removed prior to spraying — all in two weeks!

Since its return, the bus has received attention to the fluid flywheel gland. Further tasks will include conservation work on the interior, which is very original.

Trevor plans to double the size of the fleet soon, by acquiring a second vehicle, but the jury is still out on what this might be.

Our thanks to Trevor Shore and to Mark Self for their kind assistance with this feature.



GREEN and RED LODEKKAS

Hants & Dorset took a total of 241 Lodekkas of various sub-types, this number swelled to 333 in 1971, when 92 former Wilts & Dorset machines joined the fleet, following the absorption of that operator, triggering a renumbering.

Faced with the need to maintain public support for both operators, the NBC think-tank took the monumental decision to use Hants & Dorset fleetnames and poppy red livery across both fleets, thus reflecting the heritage of both operators.

In terms of winning popular support, the move would appear to have been even less successful than the creation of the neighbouring and ridiculously named Alder Valley operation, also poppy red, which led to even more confusion and frustration

in the towns where the two operators met.

Leaving the politics of the early-1970s behind, we bring you an assortment of 1970's views of Hants & Dorset and Wilts & Dorset Bristol Lodekkas turning quietly from green to red . . .



This scene was recorded at Southampton in July 1972, the NBC being conspicuous by its absence. This pair of 17-year-old long-grilled Bristol LD6G Lodekkas look positively archaic even by the standards of the day. New in 1955 and originally numbered 1355/7, Nos 1419/21 (RLJ 505/7) were scrapped in 1975. Not a bad innings!

Seen in Hythe in May 1971, with again no trace of the NBC ownership, 1963 Bristol FS6G 1458 (4381 LJ) heads towards Langley deep in the New Forest. No 1458 was later renumbered 1123.



Right: **No 1207 (7682 LJ)**, a rare **Bristol FL6B** new in 1962 threads its way through **Basingstoke** bound for **Popley** in **June 1978**. Following withdrawal in 1980, **No 1207**, originally **1482**, became a driver-trainer with **SITEC** of **Skelmersdale**, before entering preservation in 1991. Several preservationist owners followed, the bus currently being under restoration in **Bristol** with **Simon Munden**.



Below: **Bristol FS6G No 108 (683 AAM)** was new to **Wilts & Dorset** in 1962 as its **No 645**. **W&D** was placed under **H&D** control in 1965, new **W&D** vehicles starting to carry **Bournemouth** registrations from 1969 onwards. In 1972, under **NBC** auspices, the **W&D** name disappeared as detailed above. **No 108** is believed to be still extant in **Holland**.



Above: Seen here in **May 1977**, **Bournemouth-based FS6B 1151 (4698 RU)** was new in 1963 as **No 1498**.

Left: New as **Wilts & Dorset 658** in 1963 **FLF6G No 201 (467 BMR)** appears to have lost several battles, if not the war, with the trees around **Salisbury**. Following withdrawal, this **FLF6G** spent several years with **P&O Ferries** before passing to **London Bus Export** in 1995 with which it has seen use as a mobile exhibition unit with the **British Heart Foundation**.



Our monthly round up of active older buses features a mix of step-entrances and low-floors from the UK's length and breadth. DAVID JUKES presents . . .

KENSINGTON TEATIME

Passing between the Royal Albert Hall and the Albert Memorial on 27 May 2016 is BB Afternoon Tea Ltd's RM1913 (ALD 913B), an AEC Routemaster new to London Transport in 1964. Picture: DAVID JUKES

SUFFOLK PRESIDENT

Seen in Bury St Edmunds on 4 June 2016 is Coach Services of Thetford X509 EGK, a 2001 Plaxton President-bodied Volvo B7TL new to London Central as its PVL190 in dual-door form. Picture: DAVID MITCHELL



CRAWLEY CAETANO

Crawley bus station hosts Metrobus No 6372 (Y372 HMY), a 2001 Caetano Nimbus-bodied Dennis Dart SLF new to the operator at its No 372, on 14 May 2016. Picture: CLIVE WILKIN





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4

OLYMPIAN VARIETY

Leaving The Colne Community School along Church Road in Brightlingsea, Essex, on 26 April 2016 is this pair of former Dublin Bus Alexander (Belfast) RH-bodied Volvo Olympians in the New Horizon Travel of Frating fleet. (1) Fleet-liveried N632 JNO was new to Dublin Bus as its RA261 (96 D 261) in 1996 while (2) 1998 London Borough of Redbridge-liveried S246 YOO was originally RV422 (98 D 20422). (3) Moving on to the south coast, Seaford & District No 856 (SFZ 595), a 1998 East Lancs Pioneer-bodied Volvo Olympian new to Metrobus of Orpington registered S856 DGX in fully-roofed and dual-door form, is seen at Beachy Head on 9 May 2016 operating the Eastbourne Sightseeing tour. (4) Another former London Olympian was spotted the following day in the soon to be rebuilt Accrington bus station. Former Selkent VN109 (R109 XNO), a 1998 Northern Counties Palatine-bodied Volvo, is currently part of the Accrington-based Pilkington Buses fleet. (5) Finally, Stagecoach North Scotland 16545 (P545 EFL), a 1996 Northern Counties Palatine-bodied Volvo Olympian new to Cambus as its No 545, is seen on 24 May at the Orkney Islands' Churchill Barriers during an evening Merseyside Bus Club excursion. Pictures: DAVID MITCHELL (1/2), ROGER POPE (3), CHRIS NEWTON (4), JIM SAMBROOKS (5)



5



FLOWER POWER

Go-Ahead London operated a regular service between Victoria railway station and the Chelsea Flower Show using a number of vehicles from its special events and contract hire fleet. Awaiting departure from Victoria on the evening of 25 May 2016 is the smartly presented PVL224 (Y824 TGH), a 2001 Plaxton President-bodied Volvo B7TL new to London Central in fully roofed form. The following day found open-top RML2318 (CUV 318C), a 1965 AEC Routemaster, and roofed RML2604 (NML 604E), a 1967 AEC Routemaster in Grosvenor Gardens running empty between the Victoria setting-down and boarding bus stops. Pictures: DAVID JUKES



WEST COAST REPLACEMENT

The late May bank holiday weekend brought out some fine coaches on West Coast Mainline rail replacement work including D Hurst Travel of Wigan P691 XVL, a 1997 Kassbohrer Setra S250 new to Brelaton of Hounslow. Picture: CHRIS NEWTON

LOW-FLOOR LANCs

(1) Seen on Preston's Lancaster Road on 9 May 2016 is Rotala Preston Bus 40587 (X187 RRN), a 2000 East Lancs Lolyne-bodied Dennis Trident new to the local authority-owned Preston Buses as its No 187. (2) The following day freshly painted Pilkington Buses of Accrington W372 VGJ, a 2000 Alexander ALX400-bodied DAF DB250 new to Arriva London South as its DLA172, departs from Accrington bus station on the Huncoat Circular route. Pictures: JONATHAN NIBLOCK (1), CHRIS NEWTON (2)



STILL IN SERVICE



'L' UNDER A BUSHEL

This magnificent 1950 former Eastern Counties Bristol L is celebrating 40 years in preservation, but has never featured on our pages. NICK LARKIN puts matters right.

A boiling hot day in the small town of Bungay, Suffolk. Dogs lie contentedly in the shade, ladies do their shopping in summer dresses and children noisily slurp ice creams. A shiny red Eastern Counties half-cab single-decker moves away slowly from the bus symphony of gear whine and thankfully no noticeable exhaust fumes.

CHANGING TIMES

Half a century or so ago, few people would even have looked up, but when that very bus returned to make the same manoeuvre in 2016, it stopped just about everyone in their tracks. One youth even removed his headphones to hear the real-life Gardner five-cylinder sound effects better. Was a film being made? Or was it merely something to do with economies in transport budgets?

Things have changed in the past half a century. We live in a different world now from the time Bristol L5G, Eastern Counties LL711 (KNG 711) was bought for preservation 40 years ago in 1976.

One rather unfortunate, but definitely unintentional state of affairs since then, is that this fine Bristol has never been the subject of a published article —never. A matter we are delighted to put right with the help of owner and restorer Patrick Burnside.

LL711 was new in July 1950 when, sporting an Eastern Coach Works body, the vehicle entered service as part of a batch of just four similar buses, LL709-12 (KNG 709-12). Sister vehicles LE699-703 (KNG 699-703) had 31 dual-purpose seats, whilst LL 713-23 (KNG 713-23) were 39-seat LL5Gs. LL711 entered service at Norwich, Surrey Street depot

but spent much of its career based at Northwold, being a regular performer on the long service 15 from Norwich to Downham Market via Hingham, Watton and Northwold. The bus also migrated to Beccles, where it operated the 71 Beccles to Tivetshall route, as well as spending some time at Harleston depot. The final transfer was to King's Lynn, from where the L5G was withdrawn in September 1968 as Eastern Counties' last 7ft 6in-wide half-cab single-decker in service.

The L5G was then sold via dealer Ben Jordan to Simplex Switchgear of Sawston, Cambs, where it operated in a green livery as a works bus until 1975. The bus then passed for preservation by John Bemrose and ended up with Land Rover specialist Trevor Murray from which Patrick acquired it in 1984.

1950 Bristol L5G, Eastern Counties LL711 (KNG 711), meets a traditional telephone box at Homers field.

NICK LARKIN



ENTER PATRICK BURNSIDE

Recalls Patrick 'Having grown up in Great Yarmouth, I was always a fan of Eastern Counties buses rather than the local municipal. I decided to buy a bus for preservation and ended up with Eastern Counties Bristol MW5G, LL452 (3014 AH)'.

This came from the Eastern Counties Omnibus Society in 1978, having latterly been used by Cambridgeshire-based Brignalls. 'I had just finished this when the L5G just seemed to come along,' says Patrick.

The first winter was spent renovating the interior, with much rubbing down and cleaning along with refurbishing the seats and cleaning the moquette. Work on the floor was also carried out. Next was replacing the lower panels. The framework, made from metal with wood inserts, had survived incredibly well. 'There were just a few bits of rot below the windows. Even the cab area was good,' Patrick recalls. The exception was the rear door frame. A neighbour made a replacement in hardwood using a bandsaw, and this was fitted.

The chassis was stripped by hand and repainted. 'It was in excellent condition. Bristol definitely made chassis to last a hundred years,' says Patrick.

A repaint followed with a coat of etch primer, followed by undercoat and two topcoats. In rather great contrast to today's computer graphics Patrick managed to get the lettering for the side of the bus as individual letters, which had to be carefully assembled to read: 'Eastern Counties'. A small amount of electrical work included returning the headlights to original spec. The destination layout was also restored as per original. Mechanically, the bus underwent a brake overhaul before making its public debut at the 1984 Norwich Rally.

PRESERVATION DAYS

Since then, the L5G has attended dozens of events and travelled thousands of reliable miles, apart from a couple of occasions when the autovac became temperamental. The engine developed increasing signs of wear over the years and, Patrick recalls 'losing oil like anything'. Finally a replacement five-cylinder Gardner engine was acquired from a collector in South Yorkshire, which was fitted in 2006.



LL711 is seen in Norwich sometime after 1963. PATRICK BURNSIDE COLLECTION

Simplex of Sawston operated LL711 as a works bus following its withdrawal by Eastern Counties. PATRICK BURNSIDE COLLECTION



Restoration underway in 1987. PATRICK BURNSIDE COLLECTION



Below: **Cleaning up the county**
— **Norfolk sign spruced up**
for pictures. NICK LARKIN

Right: **LL711 prepares to leave**
its 'home' county.
NICK LARKIN



Above left to right: **Original seat moquette**
has mostly survived well. NICK LARKIN

The cab is basic but the driving position
is good. NICK LARKIN

The five-cylinder Gardner engine has
been replaced. NICK LARKIN

Right: **Eastern Counties lettering** made
up from individual proprietary items.
NICK LARKIN

Bottom right: **Associated Motorways ad**
has stood the test of time. NICK LARKIN

Far right: **Not a bad deal, even in the**
1960s! NICK LARKIN





The Bristol manages an average 18mpg, easily twice that of its modern equivalents, and will cruise at 45mph. It's also relatively easy to look after, requiring little more than regular oil changes and greasing, after attends rallies, museum and community events. 'That's what it's all about — getting a bus out to let the public see the type of transport that used to be around,' says Patrick.

This was very much the case when Patrick kindly took the bus on a short tour through classic Eastern Counties land for our pictures. First stop was the village of Homersfield, on the Norfolk/Suffolk border, where LL711 had to chance to meet another traditional piece of Britain painted in bright red with lots of windows — a phone kiosk. Homersfield Bridge scans the River Waveney between Norfolk and Suffolk. 'Being a Norfolk lad we should take the bus into that county,' said Patrick.

Before the pictures were taken he had a brainwave — with a bucket of water

he transformed the Norfolk sign from a dulled moss covered state into a gleaming welcome. Talk about cleaning up the county! The Suffolk plaque remained untouched, but we have to emphasise that this had been in a much cleaner condition.

Good progress was made to Bungay, where this L5G was once a regular on the 11B service connecting the Suffolk town with Norwich and Diss.

Expert driving (Patrick works for local operator Galloway Coaches) saw the L5G parked in the centre of Bungay, and as we've said, attracting much attention.

Bungay is a delightfully traditional town with a castle originally built by the Normans, a shelter and the Buttercross, dating from 1688 which obviously survived the great fire which nearly destroyed the town in the following year. This looks very much Eastern Counties territory, though services are almost exclusively operated nowadays by Anglian Bus.

Traditional bakers and a tobacconist/sweet shop still exist but between them

are the modern joys of a bank converted to an antique shop and café, and The Vape Hut, a definitely 21st century electronic cigarette etc emporium. Sadly the King's Head Hotel, one of those lovely traditional town centre inns with a sign stretching halfway across the road is currently closed.

BACK TO BASE

We head back to base. A short stint in the cab showed that the Bristol had a good driving position, lighter steering than expected and smooth, progressive brakes. Performance is not jaw-breaking, but not too bad on the flat! The all-crash gearbox is like many a more senior local resident — it won't be rushed. But it gets there in the end, and once in, both bus settles down to a quiet thrum. Stopping in third rather than fifth is recommended though.

We have to admire the L's homely and welcoming interior with its comfortable moquette seats, touches you might expect in an art deco ballroom and superb period

**LL711 will happily
cruise at 45mph.**
NICK LARKIN



advert, one extolling the speed of service rather than the food at Norwich bus station café! Work planned on the L5G centres around replacing the moquette on the rear seat. Can anyone help with suitable Tilling-era material?

Well, we hope this article represents a proper tribute to LL711 and the work

Patrick has put into it.

We must admit to first intending

to give the bus some coverage after we met Patrick a few years ago to feature his third vehicle, former Eastern Counties Bristol SC4LK, 3003 AH, the restoration of which was completed in 2005, following eleven years' work. Patrick may now be acquiring an Eastern Counties Bristol K.

This leaves us with Patrick's first purchase, the MW he has owned since 1978. This was built at the same time as the SC4LK and also delivered on 1

January 1959. Guess what, this MW has never been featured either, but we've already planned to take the bus back to its old home of March, Cambridgeshire during the 2017 Fenland Busfest. Watch this space!

Many thanks to Patrick Burnside and everyone we inconvenienced in Bungay to put this feature together. We also recommend you log on to <http://www.easterncountiesomnibusco.com>



Above: **LL711 owner
Patrick Burnside.**

Right: **ECW knew how
to style rear profiles!**
Both: NICK LARKIN

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Isle of Wight vacation

This month 'Coaching Classics' takes a holiday on the Isle of Wight to take a look at some of the coaches plying for excursion business during the 1970s. So whether it's a Round the Island Tour or afternoon tea at Godshill, take your numbered seat and chat with the driver, immaculately turned out in his long white coat, whilst waiting for the 'off'.



Above: In service for over 20 years with West Wight Totland Bay, UDL 453 is a 1960 Bedford SBI/Duple Vega, which later spent several years in Scotland as part of David Dean's Classique fleet. Since 1999, this coach, still in West Wight livery, has, though, been in Belgium with De Zigeuner, Diepenbeek. Its registration was used on modern coaches to disguise their age before being transferred to a Renault Meganne.

Below: Fountain Coaches was acquired by Shamrock & Rambler of Bournemouth in 1967. Two years later the entire Shamrock & Rambler presence on the Isle of Wight was transferred to Southern Vectis in the name of rationalisation. In the interim period though, a trio of former Thames Valley (South Midland) 1962 Duple Vega-bodied Bedford SB8s including 518 ABL seen here in 1975 was acquired. Somewhat defiantly, Southern Vectis continued to maintain a small fleet of coaches in Fountain livery and with fleet names throughout the NBC era. 518 ABL was withdrawn in 1976. Alongside is Paul's Tours Duple Bella Venture-bodied Bedford VAM3 II (HDL 255E) which is now preserved.





Left: Moss Motor Tours of Sandown operated Yeates Fiesta FF44-bodied Bedford SB5 670 ADL on the Isle of Wight from new, the coach having been an exhibit at the 1962 Commercial Motor Show. It is seen here, however, later in life with an unidentified mainland operator. The Fiesta FF44, one of just 15 built was a development of Yeates' Pegasus design, a saloon or dual-purpose body mounted on a modified Bedford SB5 chassis. The chassis work was carried out at Yeates and involved moving the front axle to a new position behind the engine, thus allowing the entrance to be positioned adjacent to the driver. The modification allowed room for up to 44 seats, hence the FF44 designation (Front Entrance, 44 seats).

Below: The Bedford VAL was an instant hit on the Island. Neither self-respecting independents nor major operator Southern Vectis risked being caught without one. Moss Motor Tours PDL 816H, a 1970 Duple Viceroy-bodied Bedford VAL70, was to remain in service with Moss for 25 years before being despatched to Barnsley in 1995.



Above: During the early 1970s, the Ford R192/R226 range began to establish itself as a viable alternative to Bedford models in the lightweight market, although it would never get even close to threatening Bedford's supremacy. Here we see Shotters of Brighstone TDL 542J, a 1971 Duple Viceroy-bodied Ford R226, which was to pass to West Wight in 1974.



Above: Identical in almost every respect to PDL 816H above was Seaview Services PDL 823H.



CMB's CHARMED GUY

An impossible survivor

JOHN G. LIDSTONE reveals
*newly restored China Motor
Bus Guy Arab MkV AD 4563.*

The chances are, if you visited Hong Kong Island in the 1970s or 1980s, you would have likely caught a China Motor Bus route at Central at some stage or other. You'd have seen a rather cute little yellow Guy Arab MkV former bus tow-truck tucked away to one side, waiting its moment to come to the rescue.

Indeed this was the writer's experience. I first saw tow-truck Guy Arab, AD 4563, in 1983, when it was 20 years old. It immediately caught my interest, as it retained much of the look of its original Metal Sections single-deck bodywork,

assembled locally in CMB's own workshops and later modified in-house. And of course in the UK, we never had single-deck 'tin front' Guy Arabs!

GUY MAINSTAY

CMB regarded the Guy Arab as a mainstay and it formed the majority of its fleet for decades. CMB thereby had the world's largest fleet of Guy Arabs, a situation still pertaining on the writer's visit in 1983.

By then, the surviving CMB Arab MkV fleet had mostly been rebodied at least once, if not twice. Exceptions were the pleasantly proportioned M-class Arabs with original Metal Sections double-deck bodywork, several new as late as 1972 (so would have had K, or even L-suffix registrations if in the UK, whereas our

newest had H-suffix marks). Of much interest were the 1980s-rebodied LX-class Arabs, with Alexander bodies to the same pattern as then new Leyland Victories.

All the Arabs were semi-automatic, and, notably, one-man operated with ticketless farebox operation which worked perfectly and gave boarding times only a shade slower than crew-operated buses in the UK.

Even though 15-20 years old, the Guys were entrusted with the most testing routes, attacking some of the most severe gradients and often in temperatures well over 80 degrees Fahrenheit, not to mention humidity often as high as 99%. And they were driven really hard, often overloaded, but they took it in their stride. Such was the quality of the Gardner-engined Guy.

Set against the unquestioned loyalty to the Guy marque by CMB's owners, it's hardly surprising that some older examples were retained for ancillary purposes. These had many functions, from cash or bullion wagons to towing or service cars, lorries or water tankers. The latter would supply the 'waterman' who would pounce on each bus on arrival at a terminus to brim the radiator, thereby preventing boiling by replacing coolant expelled by open-system radiators on long climbs, and with Gardner engines, they did expel a lot in such circumstances.

Having stated the context, let's focus on AD 4563, which perhaps could be said to have had the most charmed life of any CMB Arab, which in 2016 has become the sole example preserved in pristine as-new condition.

GUTSY GUY SALOONS

AD 4563 was one of 106 very gutsy short-wheelbase Gardner 6LX-engined semi-automatic Guy Arab MkVs bought between 1963 and 1968 to serve hilly terrain on Hong Kong Island. They carried centre-entrance Metal Sections bodywork seating just 30 in their 25ft 1in length (with 18 standing allowed).

Previous experience with Gardner 5LW and 5HLW-engined Guy Arab MkIVs with pre-select transmission had led to the police licensing authorities' insistence on adequate power to effect fully-laden re-starts on the steepest routes, as well as maintaining at least a 15mph speed on them, hence these almost excessively over-powered buses by UK standards.

Indeed the new buses were rather 'OTT' in this respect, as it was found that, with 5.6:1 rear axles and 6LX engines, top speeds of 60mph could be achieved, resulting in some grizzly accidents when drivers lost control.

As with proven London Transport practice, the Gardner engines of these

buses were derated by 10% from 150bhp down to 135bhp to lessen exhaust emissions in such humid operating conditions.

All 105 of AD 4563's sisters were to be rebodied after 10 years or so with double-deck Metal Sections bodies to form the S and LS (lower height) classes, the bodies built up in CMB's workshops as was the norm. Their new bodywork employing much of the original single-deck structure to form their upper saloons, the lower saloons being on new frames.

CHARMED GUY

AD 4563 served as a bus for just nine years. In 1972, it was withdrawn for conversion into a towing vehicle, with shortened chassis, most of its bodywork removed, a lower ratio back axle, a newly fitted secondhand Daimler semi-automatic gearbox in place of its original Guy unit, extra air lines for towing auxiliaries and a huge concrete block added at the rear to aid traction.

It was stationed at CMB's pivotal bus station at Central, and, owing to the exemplary reliability of the Arabs, Fleetlines and Victories, seemingly had a very quiet life. In my two visits I never once saw it move!



It stood out because of its bright yellow livery with pale blue mudguards, and with macho bull bars painted black.

Usually keeping it company was another ex-PSV Arab ancillary vehicle, 4864, a 1957 Guy Arab MkIV which retained its original Metal Sections centre-entrance

single-deck bodywork complete, as the Central 'service car' within which engineers could often be seen chatting.

AD 4563 loyally stood by at Central for many years, slowly watching its sisters culled, class by class, whilst the small ancillary fleet of Arabs served on, some modified with Alexander LX reboby-style front ends. But not AD 4563: it stayed in largely the same form to the end, apart from built-up headlamp units on its wings later on. It was also fitted with an even more powerful Gardner 6LXB engine during its career, to which was married a new Leyland GB340 gearbox.

1998 saw the sad end of CMB, its routes lost through intransigence to modify and franchising to others. But all was not lost for AD 4563, as it was to serve a final two years with CMB's successor, New World First Bus and was treated to its fleet livery of white with orange and green instead of CMB's all-over yellow.

On expiry of its licence in 2000, it was set aside at Wong Chuk Hang depot with several other older CMB buses, awaiting Government



Opposite page: **2016** | A test outing for AD 4563 took place on 18 June this year. Here the Guy is seen posed off-road, where trade plates can be removed and original plate shown. DAVID CHOW

Right: **1983** | The writers first sighting of AD 4563, at Central in October, fresh from repainting. It was later fitted with heavy duty 'bull bars', no doubt to facilitate pushing vehicles. Note the bonnet-top radiator expansion tank. JOHN G. LIDSTONE



approval for a Transport Museum, which sadly was not to be; proposals were abandoned in 2006 and so, regrettably, the last surviving CMB classic Guys were summarily cast off to a scrapyard in early 2007 and were cruelly battered about.

In terms of preservation, Hong Kong is a very different place from the UK. Partly because of the extremely high cost of land, preservation is an almost unknown, with only China Motor Bus retaining one bus itself (a Tilling-Stevens, now under threat) and Kowloon Motor Bus on the mainland similarly retaining a handful of Daimler CVG5 and CVG6 types for special purposes.

YONIE STEPS IN

Enter Yonie Sung, a keen local enthusiast, who heads up a Mazda aftersales team, but who honed his skillset with Citybus Engineering as a trainee, having grown up with a strong affection for China Motor Bus. With an engineering background and resources at his disposal, he was uniquely well placed to rescue and restore some of CMB's heritage. Along with his friends and colleagues who share his passion for China Motor Bus, he now has four CMB vehicles under restoration (AD 4563, now completed, an SF-class, a DMS Fleetline and a Metrobus MC-class DP).

Yonie stepped forward and bought AD 4563, which arrived on tow in 'a sorry state of neglect and corrosion after seven years' open storage since last use.

From the outset, Yonie's goal was to restore AD 4563 back to original 1963 condition as a 30-seater centre-entrance saloon in maroon and cream livery.

Yonie highlighted that buying a bus is the easy bit, but the necessity to plan, research and set a budget for a restoration like this is so important.

He set about researching how the bus should be, tracking down plans, photographs and as much information as possible, most importantly meeting with retired CMB staff who knew the Guys from early days.

2007 | The effects of seven years' open storage and neglect are clear to see.
JACKSON LO

2007 | After stripping some of the bodywork away, chassis corrosion issues are being sorted out. JACKSON LO

2009 | New bodywork taking shape.
JACKSON LO



2011 | Mechanical and bodywork attention in progress. JACKSON LO

2011 | Newly panelled exterior prior to painting. JACKSON LO

2011 | Completed repanelled structure ready for painting. JACKSON LO

What Yonie did here, in Hong Kong terms, is on a par with the likes of pioneer preservationist Prince Marshall when he acquired London Transport's AEC Regal T31 way back (acclaimed as the first UK bus into private preservation). Private restoration, like he planned, had not been done before by anyone in Hong Kong.

The first task was to get the bus moving around under its own power and superbly, after an engine oil change, batteries change and coolant top-up, the Guy burst into life with no trouble at all after seven years of storage and neglect. Yonie's yard has a very small covered area, so it was beneficial to be able to move the bus in and out of cover as needed.

Next was corrosion treatment, with the bodywork progressively stripped away, the chassis thoroughly given an anti-rust treatment.

Early mechanical work identified that the GB340 gearbox was damaged and had failed. Sourcing a replacement took over six months.

By 2009, work was in hand to reconstruct the bodywork to its original centre-entrance form, built on new framing, by an outside contractor. This work continued for two years with a complete electrical re-wiring following in early 2011.

Summer 2011 saw the further reconstruction of the rebuilt bodywork framing, as the initial contracted framing was found to have been unsatisfactory. Yonie then hired a new group of craftsmen, skilled in classic car restoration, to remedy the situation. He cites their attention to detail as key in their success.

Happily, the rear end of Metal Sections double-deck Arabs was similar the single-deckers, and so Yonie was able to acquire genuine parts to assist in the reconstruction, reducing the amount which required manufacture from scratch.

Yonie and his team of friends persevered through 2012 and 2013, with various mechanical issues being sorted out, such as a badly degraded differential,





2012 | Vacant interior, with seats to be manufactured, and rails and light fittings to be refitted. JACKSON LO

2012 | Undercoat application with Yonie's MCW Metrobus DP adjacent. JACKSON LO

The original appearance required the removal of the ingenious and very effective CMB bonnet-mounted radiator expansion tube, returning the front end to as-new look, with water filler returned to beneath the bonnet and with a new radiator also fitted.

Interestingly, Yonie commented: 'The best experience throughout the project was to gather a number of retired technical staff from CMB. We all enjoyed the process. It seemed that we were not only restoring the bus, but also recreating the atmosphere of the former CMB workshop.'

The former senior electrical foreman and the foreman of the gearbox overhaul section provided much support: 'Working with them was a wonderful experience, listening to their stories of when they were working at CMB, the evolution of different repair methods and how and why those buses were modified'.

Added Yonie: 'Parts and supply of materials are always obstacles in restoration, but luckily, with the support of my friends from the motor trade, sourcing correct materials and parts has been an easy task for me'.

where an oil change revealed large amounts of sheared-off metal!

The bus remains powered by the even more powerful Gardner 6LXB 10.45-litre engine that was fitted to it to assist in its role as a towing vehicle, so its sound effects now are more akin to a Dominator than an Arab, whilst its suspension, modified for towing, but now relieved of the concrete slab, is lively to say the least.

The bodywork came together such that painting could be completed in 2014, leaving the empty interior to be kitted out with freshly made seats to CMB's original pattern (essentially a standard UK Deans-

style seat, with padded vinyl-covered seat squab but varnished plywood seatback).

Internal trim items were all meticulously cleaned back and polished good as new.

DETAIL ATTENTION

A great deal of attention was paid to finishing details too, such as registration plates (and interior registration plate ID), suitable numeral and destination blinds being made up, legal lettering and things like a Guy badge to rest on its Birmingham-style 'tin front'.



ALIEN MINDSET

Yonie highlighted the problem of the very different, and alien public mindset in Hong Kong toward old buses and restoration from that found in the UK. Private car restoration attracts status and admiration, but to restore a bus is seen as very odd and also as an impossible task. And yet Yonie's restored bus stops people dead in the street with amazement whenever it appears!

The wretchedly sad part for Yonie and his friends is that officialdom in Hong Kong does not recognise vintage buses and so these cannot be licensed and run as in the UK.

In similar fashion, CMB's family-owned Tilling-Stevens, HK 104, is no longer registered and so cannot be used and KMB's late-1940s Daimler CVG5, 4972, is now ignominiously towed to open-air events like a dinosaur from the past.

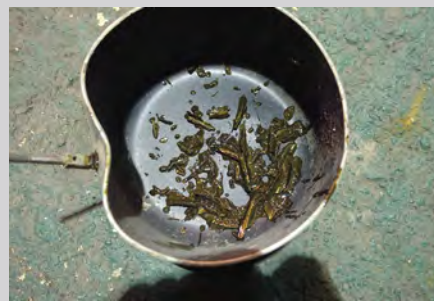
Similarly, Citybus was obliged to withdraw its surviving open-top AEC Routemaster last year and KMB's special events CVG6s are now under threat: one has already been reduced to just its front end, implanted into a building never to run again, the rest cut away and jettisoned. Another CVG6 survivor is now a static exhibit at a theme park, in the open, surrounded by flowerbeds.

So the only way Yonie and his group can enjoy the very productive fruits of their labours is to make short, specific runs, for which permission has to be granted and insurance obtained each and every time. 'Test run' (trade) plates have to be carried and the original plates can only be displayed off the public roads for static pictures. Nonetheless he continues working on his other buses with commendable enthusiasm, unabated.

As Yonie cites: 'Preserving public transport vehicles new to Hong Kong is a good way to preserve the collective memory of the city. And it is also a good way to show the technological change in vehicle design.'

AD 4563 is now ready to participate in coming classic car events. Indeed, on test runs to sort issues such as a slipping flywheel and rebuilt back axle, Yonie's immaculate Guy has drawn immediate

2015 | Owner Yonie Sung (in cab) with members of the preservation group, justifiably proud of their outstanding achievement, about which they are most modest! LOUIS MA



Left: **Metal found in back axle oil after draining.** DAVID CHOW



Below left: **New fuel tank awaiting installation.**



Bottom left: **Yonie puts finishing touches to exterior paintwork.** JACKSON LO

Below: **Merriment with a mock standing load as rails are refitted and the first seats installed.** DAVID CHOW



interest and amazement from passers by, all delighting in his bus as something quite extraordinary.

Concluded Yonie: 'It will, together with some other classic cars, support a newly formed group in preserving historic documentation of Hong Kong motoring, aiming to promote vehicle preservation

as well as a historic document archive, to pass on to future generations'.

The writer is indebted to Yonie and also to his friends David Chow and Jackson Lo for making this feature possible and offering this story exclusively to *B&CP* in the first instance. Also to Lyndon Rees for kindly checking the draft at short notice.





A spectacular

The much-missed Southsea Spectacular bus rally returned on 12 June 2016 following 13 years' absence, its present incarnation being organised by Southern Bus Events as DAVID JUKES reports.

The Vintage Transport Association-organised Southsea Spectacular bus rally was held each year between 1973 and 2003; from 1976 to 1993 and 1995 to 2003 on Southsea Common. The annual event, traditionally held on the second Sunday of June, steadily grew in size to regularly attract over 180 vehicle entrants and countless visiting enthusiasts and interested members of public.

The success of last year's Southdown 100 rally on the Common led two of that event's organisers, Julian Bowden and Mark Turner, to provide a similar repeat event in 2016. The Southsea Spectacular was back.

The second Sunday of June 2016 saw

some 86 buses and coaches of varying vintages displayed on Southsea Common. A number were kindly made available for the day's free heritage bus and coach services. These comprised 15min-frequency routes to The Hard Interchange via Portsmouth city centre and to Eastney along Southsea seafront plus a one-off National Express recreation to Fareham. Timetable information, an informative history of the Southsea Spectacular 1973 to 2003 written by Nigel Appleford, and much else besides was included in the souvenir programme — 24 pages for a bargain £2.

The fine weather enjoyed at last year's centenary event and most of the preceding Spectaculars appeared to have deserted us. Full waterproofs were essential wear at the Spectacular's advertised start time with visitors relatively few in number — most clearly waiting for the inclemency to ease before venturing out.

Fortunately for all concerned a good number did turn out; no doubt making

the most of weather that improved as the day went on. The early rain cleared (thank goodness) to leave a cloudy late-morning and early afternoon, then the sun came out allowing rainwear and sweaters to be cast aside as the temperature rose. Splendid!

There is no news with respect to a Southsea Spectacular 2017 at the time of writing, but do keep an eye on the *B&CP* news pages or the Southern Bus Events website: www.southernbusevents.co.uk

Main picture: **Phil and Gareth Blair's collection of former Southdown buses is lined up on Southsea Common shortly before their journey home. From the left, they are 970 (AUF 670), a 1934 Leyland Titan TD3 with 1946 East Lancs bodywork, 279 (BUF 279C), a 1965 Northern Counties Leyland Titan PD3/4, 347 (HCD 347E), a 1967 Northern Counties-bodied Leyland Titan PD3/4, 422 (422 DCD), a 1964 convertible open-top Northern Counties-bodied Leyland Titan PD3/4, and 308 (F308 MYJ), a 1989 Northern Counties-bodied Volvo Citybus.**
Pictures: DAVID JUKES



return

Right, top to bottom: **Resplendent in OK of Bishop Auckland livery is former Southdown No 286 (FCD 286D), a 1966 Northern Counties-bodied Leyland Titan PD3/4 now owned by the Southdown Heritage Vehicle Group. This bus passed from Southdown to OK in 1978 alongside identical sisters Nos 277 and 279 (BUF 277/9C) which also survive in preservation.**

A new and most impressive addition to Phil and Gareth Blair's heritage collection is LIG 7717, a 1984 Kassbohrer Setra S228DT Imperial. The coach was new to Ebdon's of Sidcup registered A475 HPE and was operated by Mostonian of Manchester and Oakley Party Limos of Plymouth before acquisition by the Blairs earlier this year. The Setra has been repainted into the Red Ensign livery carried by members of Southampton Citybus' private hire and special duties fleet; this included identical No 500 (115 CLT, B149 NPE), one of three of the type owned by SCB but the sole example painted red.

Former Bournemouth Corporation No 55 (KRU 55F) is a rare Willowbrook-bodied Daimler Roadliner SRP8 that was new in 1967 fitted with a six-cylinder Cummins engine (as type SRC6) which was later replaced by the Corporation with the Perkins unit currently carried in an effort to improve the type's reliability.

Former Damory Coaches 5070 (GEL 686V), a 1980 Eastern Coach Works-bodied Bristol VRT/SL3 new to Hants & Dorset as its No 3436, has been preserved by the 5070 Group since 2008.

HEK 962 is a 1961 AEC Reliance new to Smith of Wigan with Plaxton bodywork that received a new Plaxton Panorama Elite III body in 1974 while still in Smith's ownership. The coach currently carries Butterfield Tours of Skipton livery.



DAY OUT IN WHITTLESEY



This year's Fenland Busfest based in the small market town of Whittlesey was blessed with fair weather and a goodly amount of public interest. With no space available in Whittlesey, trade stands were located several miles away at Thorney, and as a result all traders reported a relatively quiet day.

With Whittlesey's main street closed for the rally, there was ample space to display buses. In this line-up we see from the left: Eastern Counties LG587 (WAH 587S), a Leyland National Greenway; Maidstone & District 3456 (EKL 456K), a Marshall-bodied Leyland Leopard; Eastern Counties FLF463 (JAH 553D), a Bristol FLF6G and London Transport GS17 (MXX 317), an ECW-bodied Guy Special. Pictures: PHILIP LAMB



Further variety on the street saw from the left: Grimsby-Cleethorpes 133 (NJV 995), a Park Royal-bodied AEC Bridgemaster; Ulsterbus 1321 (RXI 3321), an Alexander (Belfast)-bodied Leyland Tiger Isle Coaches N600 ABC, a Northern Counties Paladin-bodied DAF SB220 new to ABC Travel; North Western 413 (JMA 413L), an ECW-bodied RELH6L, Judds BKE 861T, a Bristol VRTSL3 new to Maidstone & District and The Delaine 72 (ACT 540L), a Northern Counties-bodied Leyland Atlantean.

Crowds queue in Thorney Village to board Northampton 267 (JVV 267G), a Roe-bodied Daimler CVG6 as it prepares for the 20min trip back to Whittlesey.

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SCOTT'S GREYS

In preservation now for many years, Plaxton Venturer-bodied Austin K8CVC makes a spectacular appearance in B&CP!

RHN 548 is a 1952 Austin K8CVC. Originally built as a K8 Commercial chassis/cab, it was lengthened by Baico Engineering of London before being sent to Plaxtons in Scarborough to be fitted with a 14-seat Venturer coach body, 20ft long by 6ft 8in wide.

COMMERCIAL MOTOR SHOW

The coach was finished in the Royal Blue and French Grey livery of Scott's Greys of Darlington, and, prior to delivery, was a Plaxton exhibit at the 1952 Commercial Motor Show at Earls Court, London. It is believed that the coach was chosen, because it was the first Plaxton coach to be fitted with the then new Weathershield 'push up' roof mounted air vent.

After the show RHN 548 was delivered to its new owners and was first registered in Darlington on the 6 October 1952.

RHN 548 had been acquired for use on Scott's Greys' popular Darlington to Blackpool Express Service on quieter off season days, either when a larger coach was not needed, or as duplicate coach.

In January 1956 the coach was sold for £1,000 to a Mr D. Grierson of Fishburn, County Durham. It was Grierson's first coach and destined to be the forerunner of many. In 1975 Jay-Dee Coaches of Dewsbury became the next name on the old log book. Not used as a PSV by Jay-Dee Coaches, RHN 548 was sold to Hutchinson Bros of Hushwaite near Thirsk, North Yorkshire, with which it ended its active PSV life.



Above: **RHN 548 is seen in Washington when recently rescued for preservation.** COURTESY KEITH KITCHING

Main picture: **In preservation since 1984, Scotts Greys Plaxton Venturer-bodied Austin K8CVC RHN 548 is seen on the cliffs above the beach in Scarborough, the town, where its coachbuilder, Plaxton still trades.** PHILIP LAMB

Bus & Coach PRESERVATION

For three summers, RHN 548 was used both as a relief coach and as the service vehicle on Scotts Greys Darlington–Blackpool service via Richmond and Leyburn, its route proudly displayed on the rainshields on the main windows on both sides in true express style.

PHILIP LAMB







Far left: **The light and airy interior has full size two plus one seating for 14 passengers.** PHILIP LAMB

Left: **The driving position is very compact with tricky access.** PHILIP LAMB

Below **Coachwork is pure Venturer in miniature.** PHILIP LAMB



After languishing unused by a couple of private owners, the Austin finally ended up at the scrapyard of Ossett Motor Spares, from where it was saved by enthusiasts in 1984. In January 1985 Dick Sillito of Washington, Tyne & Wear bought the coach, took it home and restored it to original 1952 Scott's Greys livery.

RALLY DEBUT

RHN 548 made its rally debut as a preserved vehicle in 1986. Dick sadly died in 1993 and the coach left the North East once again when his family sold RHN 548 to Jeff Friend of Stoke-on-Trent. In 1996 RHN 548 was on the move again, this time to Richard & David Grainger of Ilkeston, Derbyshire.

The coach's present owners Keith & Chris Kitching of Scarborough bought RHN 548 in January 2005 enabling it to return north to Scarborough, the home of Plaxtons, where it was constructed. The coach has been given the name 'Maid Marion' after its first owner, Marion Hunter and so 'it' is now a 'she'.

Keith's home town is Darlington, where in 1966, when he was just 15 years old, he went to work for Scott's Greys in its booking office. During the 1970s he was a coach driver for the firm and has always had a 'soft spot' for Scott's Greys which ceased trading in 1992.

Having bought the coach Chris and Keith contacted Companies House and ended up buying the name Scott's Greys Ltd to keep as a dormant company in case it was needed in the future.

The highlight of Keith's ownership during the last 11 years was being asked to attend the Plaxton 100th Anniversary event in 2007. Of all the old Plaxton coaches displayed that weekend none were more historically important to the name of Plaxton than this little coach.



RHN 548 at Plaxton's 100th Anniversary event in 2007. KEITH KITCHING

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The unusual

All of us like to see the usual — buses that aren't the norm. The world of the non-PSV is full of them, here's just a few ...

Right: **Pictures of non-PSVs more bizarre than this hulk are hard to find . . .** Equally hard to find has been the identity of this double-decker, which, given the livery and location, is almost certainly ex-Nottingham. It is seen here in the yard of Nottingham coach operator Skills in August 1977, where it was (surely not still!) in use as a waiting room. Many a passenger must have longed for the arrival and relative comfort of their luxury coach! PRESBUS ARCHIVE



Left: **Amongst the better-known non-PSVs over the years is ex-Crosville SCI8 (JFM 990), a 1948 Beadle rebuild using Bedford running units.** Converted by Crosville into a mobile staff canteen, it was later sold into private ownership where it continued to provide refreshment, then to a wider audience. Seen here in Liverpool in 1984, this interesting vehicle is now in the care of Wirral Transport Museum. PRESBUS ARCHIVE



This page: Exeter was noted for its small fleet of 1950 Weymann-bodied Daimler CVD6 saloons, two of which are preserved today. A third, No 74 (JFJ 874), is seen still in use in its native city providing transport for the congregation of the Belmont Chapel.

Well-known in preservation today is the former RLH44 (MXX 244), a 1952 Weymann-bodied AEC Regent III, seen here when in service with London Country as Mobile Uniform Store 581J'

Seen here in 1978 when in use as a mobile canteen with Chesterfield is Bournemouth 258 (NLJ 268), a 1954 Burlingham-bodied Leyland Royal Tiger. It later acted as a mobile museum with the Bournemouth Historic Transport Collection, and is now resident at Winkleigh. All: PRESBUS ARCHIVE



Opposite, bottom: New to Lincolnshire in 1950 as its 759 (GBE 846), this Bristol K5G later passed to Eastern National and was eventually given a full front and converted into a mobile holiday exhibition unit and booking office complete with top deck cinema. The Bristol was subsequently acquired by Castle Point Transport Museum for use as a mobile shop. It was finally laid up for use as a source as spares for well-known Westcliff-on-Sea Bristol K5G, AJN 825 which was at Canvey at that time. When AJN 825 left the museum, GBE 846 was deemed surplus to requirements and sold on in July 1995. It is thought that it was subsequently exported — a sad loss to the UK preservation movement. It is seen here in Southend in June 1979 whilst in Eastern National ownership. PRESBUS ARCHIVE/DAVE EVANS





Southdown's later Northern Counties-bodied Leyland PD3s were, upon withdrawal, scattered far and wide, earlier examples having been exported *en masse* to Hong Kong. Seen here at Mad O'Rourke's Pie Factory in Tipton, West Midlands in 1991 is 1966-built former Southdown 287 (FCD 287D) acting as a mobile head office/publicity vehicle for the Little Pub Co's chain of pie parlours. A favourite haunt of your Editor in the early-1990s, the chain offered a challenge: eat one of its enormous Desperate Dan cow pies complete with horns and you would be awarded a certificate — he managed it — just the once!

Dispersed even further and even wider afield than Southdown's PD3s were London's DM/DMS buses, most of which, with tens of thousands of miles still available on the clock, were sold, like DMS 2005 (KJD 5P), an MCW-bodied Leyland Fleetline, via dealer, Ensign Bus of Purfleet. KJD 5P was acquired by the Post Office Eastern Region, Colchester in April 1984 and converted into a front-entrance exhibition unit. DMS 2005 served the Post Office, as seen here, promoting the use of postcodes as *POCO the Bus* and later *The Post Bus*. In August 1995 the former DMS was sold to Coventry Technical College for exhibition services, moving on in February 2003 to the Technology Training Confederation, also as an exhibition unit. It was last recorded in February 2005 with Epping Forest College in Loughton.

Former Birmingham/West Midlands Daimler/Leyland Fleetlines have also been known to turn up anywhere and everywhere. Seen here is the former 4096 (YOX 96K), a 1971 Park Royal-bodied Daimler Fleetline in use as a 'Book Bus' — read what you like into that... All: PRESBUS ARCHIVE

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FLY WITH A V8

Well-known Midlands preservationist, Roger Burdett, has a fascinating collection of buses and coaches which make a fine sight and sound around the UK whenever they attend events. Most date from the 1940s and 1950s, so the addition of a coach manufactured in 1971 is a spring chicken by comparison, but it ticks all the right boxes and even has an engine at the front. Roger has always wanted a coach with a V8 engine and had looked at several Daimler Roadliners in the past, but none was suitable, so when a Seddon with a similar engine came up for sale late last year, he couldn't resist the opportunity to buy it.

SEDDON RETURNS

When it comes to buses and coaches, Seddon was never a mainstream producer. Like many PSV operators the

firm originated when Herbert Seddon began selling motor vehicles in 1919. A partnership was established with his brother Robert and family friend Ernest Foster and, trading as Foster & Seddon, they started operating a Commer with both charabanc and van bodies later that year. It was used to transport goods during the week and for excursions from Salford at the weekends. A bus service from Swinton to Salford started later but was sold to Salford Corporation.

Robert Seddon spotted a gap in the market in 1937 and designed a lorry using proprietary components including a six-cylinder Perkins indirect injection diesel engine which was shown at the Scottish Commercial Vehicle show at Kelvin Hall in 1938. A company, Foster & Seddon Ltd, was established that year and production expanded to eight chassis per

week before World War 2 intervened. The first bus chassis, the Seddon Mk IV, was introduced in 1948, when the company relocated to Oldham as Seddon Motors Ltd before becoming Seddon Diesel Vehicles Ltd in 1951.

Despite sales of its lorry chassis flourishing, the Mk IV and subsequent passenger models had limited success in the UK although some chassis were exported to Australia and New Zealand in the 1950s. After an absence from the PSV market of several years, Seddon returned at the Kelvin Hall show in 1967 with its new Pennine IV chassis.

Unlike mainstream manufacturers AEC, Bristol, Leyland and Daimler, which, by then, were marketing rear-engined chassis, the Pennine IV featured a front-mounted low-slung engine of either Perkins 6.354 or V8 type. The straight-

Seddon Pennine IV with Plaxton Elite II coachwork FLY 755J looks smart in G. H. Watts Coaches livery. The lower part of the engine and oil sump can be seen under the front of the coach.

Pictures: SIMON GILL



A recent addition to Roger Burdett's collection is a relatively rare Seddon coach.

SIMON GILL takes a closer look.



framed, parallel, low-weight chassis was simple and gave a flat unobstructed floor line and was available with a wheelbase of 16ft or 18ft 6in suitable for body lengths of 33ft and 36ft respectively.

The Pennine IV bus with Perkins 6.354 engine had moderate success although some operators considered the 120bhp, 5.8-litre engine to be under powered, not helped by the fitting of a constant-mesh gearbox meaning it was necessary to double declutch every time a gear change was necessary. The V8 was completely different and, helped by a five-speed synchromesh gearbox; it enjoyed some success as a coach chassis with independent operators and larger operators such as SELNEC PTE.

Seddon took over Atkinson lorries to form Seddon Atkinson in 1970 which was then taken over by International Harvester in 1974, later being acquired by Pegaso which, in turn, became part of Iveco. The last PSV chassis, the Pennine 7 with Gardner underfloor engine, was delivered in 1982 with lorry production in Oldham ending in 2004.

PERKINS V8 POWER

Perkins began manufacturing diesel engines in 1933 when the Wolf was introduced as an alternative to petrol engines in Commer vehicles. The successful P4 and P6 engines followed in 1937 which established them as a major supplier, although PSV application was small despite the P6 being 'The world's lightest diesel engine' at that time. The 6.354 followed in 1960 and led to a rapid increase in sales.

The introduction of the V8.510 in 1965 took Perkins engines into a new performance range; the 8.36-litre capacity unit producing 170bhp. With Cummins' and AEC's attempts at using a Vee engine proving unsuccessful there is little wonder it proved popular in the Seddon Pennine IV coach chassis. In his book 'A Further Look at Buses', Geoffrey Hilditch described it as 'having "a 'cracking'

performance when the ability to "hang on" in, say, third gear on the more ferocious gradients had to be experienced to be believed'.

Perkins set up a new factory costing £3m (at 1965 prices) to produce the V8 which was initially developed for agricultural vehicles such as tractors and combine harvesters. A six cylinder Vee engine of the same capacity could have been developed

but the V8 configuration was chosen, as it was more compact and free from vibration. It was launched at the British Exhibition in Tokyo and made its UK debut at the Scottish Motor Show in November 1965. Subsequent development led to the introduction of the V8.540 which was an updated and bored-out version of the 510 with which it was largely interchangeable, followed by the V8.640.



Underneath looking towards the front showing the dismantled prop shaft.

New body cross member and bolts have been installed seen behind the nearside rear wheel.



Interior of the boot with new rear panel in place and cut and shaped section offered up to replace the rotten piece on the right hand side.

The open boot under repair.



The front grille removed revealing the top of the V8 engine complete with new hoses.



The compact Perkins V8.540 engine viewed from above with the engine cover removed.

The compactness of the engine made it ideal for the Pennine IV as it could be fitted below the floor at the front which was an advantage over the engine humps in lightweight VA-series Bedfords and Ford R192/R226 models, although the floor level was high compared to heavyweight chassis such as the AEC Reliance and Leyland Leopard.

SELECTED SEDDON

Roger Burdett's recent purchase is FLY 755J, a Seddon Pennine IV (chassis No 48336) with Plaxton Panorama Elite II coachwork (body No 713563), one of two (the other being FLY 756J) new to Essex Coachways of Stratford, East London in March 1971 and painted in its white and mustard livery. FLY 755J was sold to Wicks Coaches of Braintree in July 1976, where it saw a change of colour scheme to cream and orange. The coach must have proved popular as it stayed for over 21 years before being sold to Ben Fosker of

Martlesham, Suffolk in December 1997, where it joined his Wish You Were Here fleet as its No 3.

In September 2008 'FLY' was acquired for preservation by, Keeber, Leicester trading as G. H. Watts Coaches, alongside similar preserved Seddon Pennine IV, XJF 130J, which was new to Keeber in January 1971, and has preceding chassis No 48335. Both coaches were rallied occasionally, but as some work was required on FLY 755J it was sold in October 2014 to a haulage contractor based in Tenby, Pembrokeshire.

DELICATE REBUILDING

Following acquisition by Roger Burdett FLY 755J was transported from South Wales to Uttoxeter in December 2015 by low loader, so that restorer Andy Russon could carry out a detailed inspection. This revealed the coach was in generally sound condition, although at some stage a Perkins V8.540 engine had been fitted in place of the original V8.510. Every hose

has been replaced as those fitted were in very poor condition. The propshaft support bearings were also changed and new engine thermostat housings fitted. All brakes have been overhauled to ensure these are in tip-top condition as this is always a very important consideration. New front tyres have also been fitted.

As is often the case with old buses and coaches the electrical system needed attention and tracing wires was very time consuming. Various lights, buzzers and switches were rewired, repaired or replaced.

The bodywork threw up a few issues as the two rear body cross members had corroded. To get at these it was necessary to remove the boot which was also showing signs of being past its best. This was a very delicate task as Andy did not want to disturb the side panels as these were in good condition so great care was required. New cross members were fabricated and fitted and the boot was



Twins together in the ownership of G.H. Watts Coaches at Showbus on 26 September 2010. FLY 755J in 1970s style livery and XJF 130J in the 1980s livery.

Right: **Rear profile of the Plaxton Panorama Elite II body.**

Below right: **Front-entrance arrangement showing the flat floor, the mat in the recess of the engine cover at the top of the steps awaits refitting.**

Bottom right: **The 'original' interior looking towards the rear of the coach.**

then rebuilt with new aluminium cut and shaped as necessary.

FINAL WORD

As the paint work is in good condition G.H. Watts Coaches orange and white livery is to be retained so 'FLY' will certainly brighten events where it appears and give visitors a glimpse of coaching in the 1970s, not to mention the sound of a V8 engine!

Special thanks to Roger Burdett and Andy Russon for their help and assistance with this feature.



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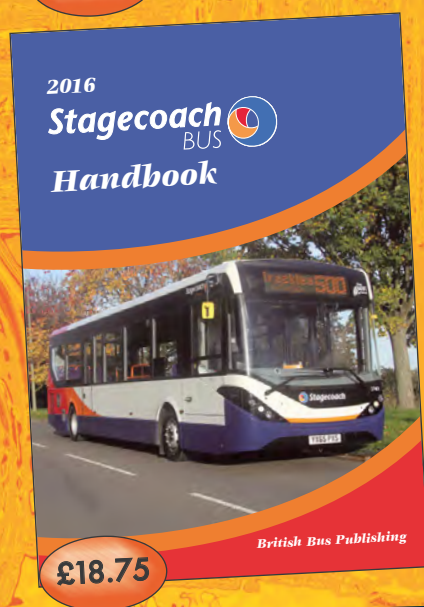
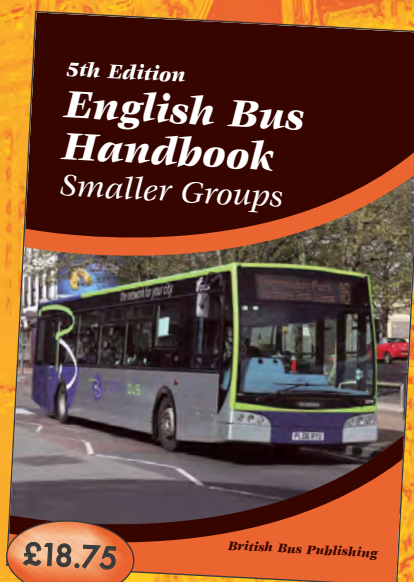
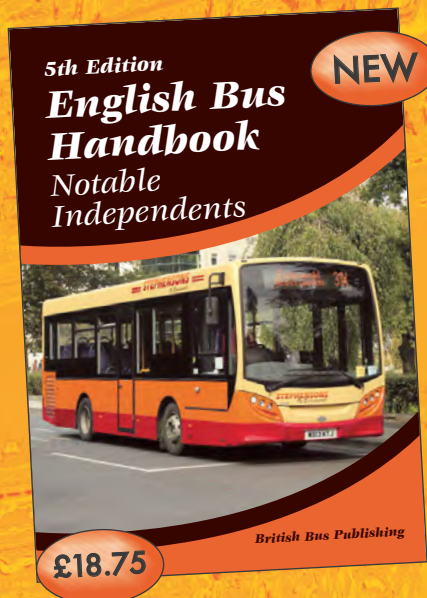


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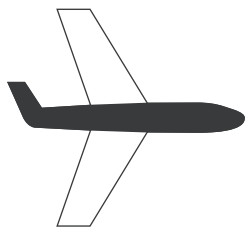
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FLYING HIGH

AIRPORT ROUTEMASTER RMA11 (NMY 648E) HAS RECENTLY JOINED THE SOUTHDOWN HISTORIC VEHICLE GROUP'S COLLECTION ALMOST EXACTLY 50 YEARS FOLLOWING THE TYPE'S INTRODUCTION, AS DAVID JUKES REPORTS.

British European Airways Corporation (BEA) acquired 65 AEC Routemasters in 1966/7 for operation by its contractor London Transport (LT). These vehicles replaced all but one of the 74 1½-deck AEC Regal IVs on BEA's airport runs between the West London Air Terminal in Gloucester Road and Heathrow Airport — survivor MLL 740 was retained as a spare vehicle until 1973 then sold for preservation.

LARGER NEED

Increasing aircraft size rendered the Regal IVs too small; larger Routemasters towing luggage trailers was considered the way forward. Trials had been undertaken using RMF1254 and a prototype trailer plus a

single AEC Regent V registered 220 CXK equipped with a luggage compartment.

Legislation was obtained for the towing of trailers — RMF1254 operated under special dispensation — but the Ministry of Transport decreed PSVs so doing should not exceed 27ft 6in length. The resultant Airport Routemasters were built to the standard length last produced in 1965 (RM2217 was the last 27ft 6in-length Routemaster built for LT) and were fitted with forward entrances and staircases.

KJD 601-25D, NMY 626-65E were officially numbered by BEA as its Nos 8208-272 and referred internally by LT as BEA1-65. Externally, BEA's then-new blue and white livery was applied with black relief. BEA logos were carried front, rear

and on both sides, those on the front taking the place of a conventional destination display, while the side logos were internally illuminated. Twin front headlamps identical to those borne by LT's Green Line coach Routemasters were fitted and a non-opening driver's windscreen installed.

Mechanically the Airport Routemasters were fitted with AV690 engines, semi-automatic gearboxes and geared for

RMA11 arrives at Amberley on 24 April 2016. External changes since construction include the front destination display and the full depth heating and ventilation grille — the latter originally carried a continuous band and moulding across its lower half. The garage allocation and running number plate holder fitted by LT is located aft of the cab door. DAVID JUKES



motorway operation. They were designed to run at 70mph although restricted to 50mph when towing.

Seating for 56 passengers was installed (32 upstairs and 24 down) and upholstered using the same grey-based moquette as LT's Green Line coaches. It was considered necessary to keep the Routemaster interiors warm while waiting for passengers at the terminals – a paraffin heater was fitted under each lower-deck rear seat to assist. Parcel racks were also installed above much of the seating in both saloons.

INTO SERVICE

The Airport Routemasters entered service from Chiswick tram depot, now Stamford Brook Garage, between 28 October 1966 and 1 May 1967. They were the only standard-length forward-entrance Routemasters built and were the last of the marque built for an operator other than LT.

BEA chose to change its image in 1969 and repainted its Routemasters into the new tangerine and white house colours, the first repaint being carried out in BEA's own workshops, while the remainder were sent to LT's Aldenham Works. The vehicles also lost their illuminated side panels upon repainting.

BEA merged with the British Overseas Airways Corporation on 1 September 1973 to form British Airways (BA). Another corporate style was applied, this time navy blue and white – to 52 Airport Routemasters. The remaining 13 (BEA21/6/7/9/35/8-40/6-8/52/6) stayed orange as they were not required by BA.

Those 13 were sold to an LT faced with a desperate shortage of buses and spare parts in August 1975. They were numbered RMA1-13 in registration order and allocated to North Street Garage for use on route 175 (Dagenham to North Romford).



Above: **Sister vehicle NME 633E complete with baggage trailer is seen at Heathrow in original livery.** PRESBUS ARCHIVE

Below: **The exodus from Aldenham is well underway, as staff bus RMA11 in careworn condition and bound for Harrow Weald leads a crocodile of cars.** B. E. SPELLER

Bottom left: **Looking quite splendid by comparison, RMA11 awaits its next duty in the yard of Verwood Travel.** JOHN G. LIDSTONE

Bottom right: **RMA when in service with Western Greyhound.** JOHN G. LIDSTONE





Repainting work was carried out by Ensignbus prior to repaint.

Repainting was carried out by Marden's of Benfleet. RMA11 is seen at its premises upon completion. Visible here is the conversion work carried out to the over-the-bonnet window to allow one-man operation at Verwood Travel.

Both: JOHN G. LIDSTONE

with BA were acquired by LT in June 1979 (numbered RMA28-65 in their registration order) with a number immediately used on staff bus duties in BA blue and white livery. It would take until 1984 for these colours to disappear through repaint or sale. Eleven unused RMAs were sold in 1981 and a further seven from the third acquired batch were converted into driver trainers.

Aldenham and Chiswick Works passed to Bus Engineering Ltd (BEL) in April 1985 with 34 RMAs, a number of which were painted in BEL's grey livery before the last was withdrawn in December 1987. Six were sold to London Buses for sightseeing work while Stagecoach East London returned two of its driver-trainers to passenger use.

RMA11 HISTORY

Many RMAs were scrapped but others live on in the UK and abroad in preservation and commercial use. The survivors include NMY 648E, originally BEA48 when new in February 1967 and latterly RMA11 after acquisition by LT in August 1975, which is a recent addition to the Southdown Historic Vehicle Group's collection.

NMY 648E was repainted in BEA's tangerine and white livery at LT's Aldenham Works in 1970. It remained thus when withdrawn by BEA in January 1975 and sold to LT that August.

The newly numbered RMA11 entered route 175 service in BEA livery in October 1975. It was repainted red at Aldenham Works in July 1976 and fitted with a canopy route number box but did not re-enter service.

RMA11 was instead stored before allocation to Riverside Garage for staff bus duties. It was transferred to Harrow Weald Garage in January 1979 to undertake the same work, later passing to BEL in 1985.

Staff duties ceased with RMA11's sale to Verwood Transport of Poole, with which it was painted in a smart two-tone blue livery, fitted with a rectangular front destination box and returned to

Modifications were made at Chiswick tram depot to ensure the Routemasters were better suited to their new role. Tow bar and parcel racks were removed, and bells and used-ticket boxes fitted. Destination displays were not added; a black on white slipboard carried in the nearside bulkhead window was considered adequate by LT.

The buses remained in BEA tangerine and white livery with LT bullseye and fleetnumbers applied in white, the latter using registration letter transfers. Desperate times indeed!

The 13 RMAs were individually taken into Aldenham from late-1975 onwards and repainted red. A route number box was fitted under the canopy in an effort to improve the route

display without the expense of fitting full destination boxes. A plan to fit illuminated bulkhead window blind displays in place of the slipboards was shelved.

Trade Union resistance to the RMAs' operation led to their withdrawal, the last operating the 175 on 2 September 1976. Three were converted to driver training vehicles in 1976/7 (work that necessitated staircase removal), while the remainder were stored. These were joined by a further 14 RMAs acquired in November 1976 which became RMA14-27 in their registration order.

LT decided the RMAs to be ideal for use as staff buses to its Aldenham and Chiswick Works; they were phased onto this work from February 1978. The 38 Airport Routemasters remaining



PSV duties by early-1987. Two years later the Routemaster was owned by Legg of Aylesbury and used by Routemaster Travel.

RMA11 was acquired by Green Rover of Watford in November 1989 and repainted in the operator's yellow and green livery as its RMA48. Its new owner also fitted RCL-style front destination displays to replace the smaller rectangular unit installed in Dorset.

The RMA was withdrawn and stored in early-1993 before later sale for preservation. Western Greyhound of Newquay acquired the bus in July 2004 and painted it in its green-based livery for service use. The operator's demise saw RMA11 pass to Ensignbus of Purfleet in May 2015 before sale to Chris Pearce, Southdown Historic Vehicle Group Chairman, earlier this year in pristine LT red with cream band livery.

Legacies of past ownerships are still apparent inside and out. The upper-deck seating retains much of the original grey-based seating moquette although the more tired backs and cushions are likely to be reupholstered. Ensignbus recovered the rear seat's centre back section with matching moquette while Western Greyhound reupholstered a couple of upper-deck seat backs and the whole lower-deck seating with a smart green moquette that will be retained.

Looking aft on the upper-deck showing the original moquette still worn by the majority of seats and the ceiling-mounted parcel racks. Fluorescent lighting remains beneath the racks and on the rear dome as originally installed by Park Royal.

Twelve passengers can be comfortably accommodated at the rear of RMA11's lower saloon — four on each bench seat. The paraffin heaters considered necessary to keep the airport Routemasters warm were installed beneath the rear seat. Ventilation to the upper-saloon and an exhaust were enclosed in the vertical trunking to the rear window's nearside, this preventing the fitting of a five-seat bench across the rear wall.

The slipboard holders located at the foot of the angled front bulkhead window from RMA11's days at Verwood Transport remain in place some 41 years after fitting by LT. One can but imagine the difficulty intending passengers had trying to read these on a dark wet night.

ALL: DAVID JUKES



The upper-deck retains a full set of parcel racks to catch out the unwary as not all the seat back-mounted warning signs remain. Original fluorescent lighting is in place in both saloons.

LT's other modifications, such as the clips inside the bulkhead window for the

route 175 slipboards and the staircase-mounted farechart, remain — as do the depot allocation and running number plate holders fitted to the exterior in 1975.

Our thanks to Chris Pearce for his assistance.



The rear nearside view of RMA11 shows the single-piece lower-deck rear window and offside-mounted emergency exit door fitted as standard on the forward-entrance Routemasters supplied to LT, BEA and Northern General. The tow-bar was originally fitted on the panel next to the rear registration plate. DAVID JUKES

Plymouth City Transport/ Plymouth Citybus

Plymouth Corporation purchased the horse-powered tramways of the Plymouth Tramway Company in 1892 and set up a new Tramways Department. New electric tramcars replaced the horse cars between 1899 and 1906. The Devonport & District Tramways was sold to the Corporation in 1914 but the Plymouth, Stonehouse and Devonport Tramways, formed in 1872, remained an independent company until 1922 when it too was sold to the Corporation. A new depot was built on the former Devonport & District site at Milehouse, and in 1923 new administrative offices were added.

The Corporation commenced motorbus operation in 1920. The first four bus routes were operated by a fleet of 20 single-deckers with solid tyres, and by 1927 this had expanded to ten routes and 57 buses. Plymouth was granted city status in 1928 and buses received the city's coat of arms and the 'Plymouth City Transport' name. The first tramline closed in 1930, Plymouth eschewing trolleybuses and



As mentioned there has been a couple of duplications, here we see the Corgi OOC (rear) and EFE (front) models of the Metro-Cammell Orion-bodied Leyland PD2/12. The cream is noticeably lighter on the EFE model, its radiator also looks too deep but both correctly feature the fleetnumber on the bonnet side. The OOC model was released in December 1999 and the EFE in January 2001.

investing in new motorbuses, the last tram running in September 1945.

In 1941, due mainly to the effects of war, Plymouth City Transport and Western National decided to pool resources under the Plymouth Joint Services agreement. This took effect from 1 October 1942 and resulted in 80% of

mileage in and around the city to be operated by the Corporation and 20% by Western National; the receipts were also divided in the same proportion, irrespective of which company operated which routes.

For some time the City bus services had been operated to break even so that no financial support was needed from Plymouth City Council, but the Transport Act 1985 required all council-owned bus operations to be established as limited companies. As a result Plymouth Citybus Limited was formed on 26 October 1986, owned by Plymouth City Council. Plymouth Citybus also operated a small fleet of coaches under the Plymouth Citycoach brand.

The Transport Act was designed to increase competition and reduce subsidies; in Plymouth it resulted in a 'bus war' between Plymouth Citybus and Western National, its former partner in the Joint Services. As in most places a status quo eventually returned.

In May 2009 Plymouth City Council announced that it intended to sell

Plymouth started taking delivery of Metro-Cammell bodied Leyland Atlanteans in 1960. This EFE model is of one of the earliest, 137 which should be registered TCO 537 but this is not carried as the model dates from August 1994. The real 137 is now preserved.

Later Atlantean deliveries included MCW bodies with the modernised 'Manchester' front. This EFE model of 1967 delivery 212 (FJY 912E) is in the post-1986 Citybus livery, much brighter than that of 137. It was released in September 1998.



the company. Early interest came from FirstGroup and local taxi owner John Preece who had been behind the privatisation of Western National and had made previous attempts to purchase Citybus. The proposed sale led to increased competition in the city, but FirstGroup withdrew its interest. A £20 million bid by the Go-Ahead Group was accepted in November 2009. The Liskeard-based operations of Western Greyhound were purchased on 8 December 2014 together with nine Optare Solo buses and re-launched as Go Cornwall Bus.

Although Plymouth operated Straker-Squire, Burford, Shelvoke & Drewry, Guy and AEC buses, by 1929 it was purchasing Leyland TD1 double deckers although some Dennis Lancet buses were also purchased for later route conversions. Diesel-engined Leylands started to arrive in 1935 and Plymouth became a major Leyland customer, PD1 and PD2 Titans were followed by Leyland Atlanteans, Nationals and Olympians. Following deregulation in October 1986, 85 Renault/Dodge S56A minibuses were introduced,

Plymouth was an early buyer of the Leyland National. All deliveries were 11.3m dual-door models with 'long' pod (although one was later rebuilt as a single-door coach). They had a relatively short time at Plymouth although many readily found new owners. EFE has issued two models. At the rear is 15109 (68, WDR 668M) and to the front 15111 (63, WDR 663M). The re-issued 15111 has, unusually for EFE, paper roof side adverts. The models date from February 2011 and March 2016 respectively.



The original Dennis Dart was another duplicated model. This is Corgi OOC's interpretation of 112 (LI12 YOD) with Plaxton Pointer bodywork. Although questioned, it would appear a small number of models were released as 104 (LI04 YOD). Not sure about the shape and the size of the wheels against the wheelarches. This model was released in August 1997.

FLEETLIST

CORGI ORIGINAL OMNIBUS COMPANY 1:76 Scale

Ref:	Chassis/Body/Identity:	Released:	Run:	Notes:
41104	Leyland PD2/I2 Metro-Cammell 42 (LCO 842)	Dec 1999	2,500	
42805/1	Dennis Dart/Plaxton Pointer 112 (LI12 YOD)	Aug 1997	1,000	Combined within 42805/2
42805/2	Dennis Dart/Plaxton Pointer 104 (LI04 YOD)	Aug 1997	4,000	
43313	Volvo B10M/Plaxton Premiere 350 308 (P308 PTT)	Aug 1999	4,000	
44706	Dennis Dart SLF/Plaxton Pointer 1 (NI01 UTT)	May 2000	2,300	

CREATIVE MASTER NORTHCORD (CMN) 1:76 Scale

UKBUS0021	Mercedes Benz Citaro 91 (WA56 OZR)	May 2008	180	Code 2 model *
UKBUS3019	Dennis Dart MPD/Plaxton 205 (WA03 BJF)	Dec 2005	1,700	Park & Ride livery
UKBUS3028	Dennis Dart MPD/Plaxton 203 (X203 CDV)	Aug 2007	1,100	
UKBUS5008	Mercedes Benz Citaro 82 (WJ55 HLK)	Aug 2006	1,800	
UKBUS5017	Mercedes Benz Citaro 91 (WA56 OZR)	May 2008	1,100	
UKBUS8002	Alexander Enviro 200 Dart 133 (WA56 HHO)	Dec 2007	1,300	

EXCLUSIVE FIRST EDITIONS 1:76 Scale

15109	Leyland National 68 (WDR 668M)	Feb 2011	n/a	11.3m dual-door
15111	Leyland National 63 (WDR 663M)	Feb 2016	n/a	11.3m dual-door
16505	Leyland Atlantean/ Metro-Cammell 137 (TCO 537)*	Aug 1994	n/a	Registration plates not carried
20007	Leyland PD2/I2/ Metro-Cammell 120 (OCO 520)	Jan 2001	n/a	
20609	Dennis Dart/Plaxton Pointer 116 (LI16 YOD)	Nov 1996	n/a	
24703	Leyland Atlantean/MCW 212 (FY 912E)	Sep 1998	n/a	Manchester-style front
26330	Guy Arab II/Roe (utility) 249 (CDR 679)	TBA †	n/a	
26603	Volvo B10M/Plaxton Paramount 3500 340 (JSK 261)	Dec 1999	n/a	
36708	Dennis Dart SLF/Plaxton Pointer II 23 (RI23 OFJ)	Sep 2014	n/a	
99207	Leyland TD1/Leyland 124 (DR 7405)	Jun 2005	n/a	

* Commissioned run for ALBUM (Association of Local Bus Company Managers); † Future release

which represented 70% of the Citybus fleet at the time, these were later replaced by Mercedes-Benz 709D minibuses with Reeve Burgess or Plaxton Beaver bodies. Mid-size single deck buses, Dennis Darts or Volvo B6s replaced most double-deck vehicles on busier routes to give higher

service frequencies. Later buses have included secondhand Volvo Citybuses, new Mercedes Benz Citaros and Dennis Tridents.

Diecast models issued so far, as one might expect, are based on 'standard' vehicles and bodywork, although like



EFE had already released its Dart with Pointer body in November 1996. It wears a different livery from the OOC example, including the original black band. The paintwork is a bit 'wavy', unusual for EFE. This model represents 116 (LI16 YOD). Of the two, I think this one has a better shape, particularly at the front.



The Dart was remodelled as a low-floor chassis with a modified Pointer bodywork to suit. OOC issued a model of an early low-floor example of Plymouth Citybus No 1 (NI01 UTT) in May 2000. As was often seen at the time, the public's attention was drawn to its low-floor and easy access by the side markings.

most fleets there are gaps that could yet be filled by new liveries on existing castings. It is unlikely however, that Britbus, for example, might resurrect its Leyland Atlantean/Park Royal NBC-style

model in any of the Plymouth liveries. There has also been a little duplication. One model on the horizon is a Utility Guy from EFE, which could be in wartime grey or later fleet livery. EFE also has



EFE released a model of the later Dart SLF with the Plaxton Pointer II body, the model representing Plymouth 23 (R123 OFJ), wearing the simpler red/white livery with black window surrounds. Not sure how useful those mirrors would be to a driver though! The model was released in September 2014.

the Beaver minibus casting and the all-Leyland PD2, the later all-Leyland PD2 is now in the Oxford Diecast range. The Trident is one of the Northcord range. Will we see any more?



CMN (Creative Master Northcord) has produced a very nice model of the Dennis Dart MPD with Plaxton Pointer body in many liveries. There have been two variants for the Plymouth fleet, to the rear is UKBUS3019 (205, WA03 BJB) in Park & Ride livery, at the front is UKBUS3028 (203, X203 CDV) in fleet livery. Both claim to be Super, one a SuperRider and the other Super Park & Ride! These are excellent models for their small size, the engine covers also open. They were released in December 2005 and August 2007 respectively.



Another CMN model is that of the Mercedes-Benz Citaro. The two releases so far have been of the same bus, 91 (WA56 OZR). This is the standard release, a further 180 were of a commissioned Code 2 release with advertising for ALBUM (The Association of Local Bus Company Managers). Both were released in May 2000.



The coaching unit, Plymouth Citycoach, contributed useful revenue and was equipped with high quality coaches and double-deck dual-purpose buses. Two coach models have been issued, a Plaxton Paramount 3500 (rear) from EFE, and a later Plaxton Premiere 350 from OOC (front), which features mirrors and poseable front wheels. The Paramount, JSK 261 came from Fishwick, Leyland and was originally registered F973 HE, whilst the Premiere, P308 PTT was new to Citycoach. Both are on Volvo B10M chassis. The models were released in December 1999 (EFE) and August 1999 (OOC).

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Rare shots of demonstrators in action and a Chile sandwich are amongst this month's insanities! NICK LARKIN reports.

DEMONSTRATION RUNS

Courtesy of the TEESSIDE-BASED 500 GROUP are these three never before seen photos of demonstrator vehicles in service with the then West Hartlepool Corporation.

Firstly we see Lincoln Roe-bodied Leyland Tiger Cub PSUCI/I, MFE 997, in Church Street with a 'native' Roe-bodied double-decker. This picture does tie in with the 'Off Route' tradition of sharing technically non-perfect but atmospherically and historically interesting photos.

Interestingly, the bus, part of a seven-strong batch, would have been around six/seven years old when it was plucked from Lincoln for demonstration duties. It was withdrawn in 1976.

Seen in Kingston-upon-Hull fine traditional livery is Leyland Panther PSURI/I CRH 175C. This 44-seat Roe-bodied bus was tried at West Hartlepool and Chesterfield (the latter of which eventually placed orders for the model) before spending three weeks on loan to Coventry from 12 July to 2 August 1965.

The third picture features well-known Bristol/ECW demonstrator LAE 770E. This 1967 bus was demonstrated to Bristol Omnibus, Wallasey and Ulsterbus in 1967, before enjoying two stays in Hartlepool in July 1968 and December 1968/January 1969. It was also scrutinised at Great Yarmouth and West Yorkshire.

Hartlepool had already begun operating the first of its eventual 58 REs before this bus arrived, and it's understood that the RE was being tried to test its part-standee layout. The last Hartlepool RE ran in 1997.

LAE 770E passed to the Road Industry Transport Board for non-PSV use in 1969 before being scrapped by Telford Commercial Vehicle Sales and Spares in 1988.



HUNGARY YEARS

Thanks to STAN SKELTON for this rather interesting Hungarian stamp, which he believes dates from the 1950s. 'The front of the bus does rather resemble an ECW coach body of the time,' he suggests. Obviously those were a feature of Hants & Dorset rather than Hungary!



LODEKKA

Many thanks to DICK GILBERT of the Classic Buses website for shedding some light on the mystery Bristol Lodekka which promoted the 'Flying Scotsman' during its USA tour in 1969. 'I believe the bus was Crosville Bristol LD6B ML670 (RFM 415). It was exported to Boston, Massachusetts in 1969, but apparently hasn't been seen for about 30 years,' Dick reveals.



BRIDGE DUPLICATION!

How's this for luck? TREVOR WECKERT has kindly got in touch following B&CP July's 'Off Route' picture of 1948 Sheffield United Tours AEC Regal III with Windover bodywork apparently stuck on a bridge on a Devon tour. By all accounts the vehicle was not stuck, but crossing the bridge was a careful manoeuvre.

Trevor tells us that the coach was unofficially named 'Devonian'. 'This vehicle was in fact crossing the New Bridge over the River Dart whilst undertaking an eight-day tour of Devon, Cornwall and Bournemouth during 1950, Trevor tells us. 'The cost of the tours was 18gns (£18.90) and the driver was Harry 'Nippy' Norman, whilst the courier was Harry Webber.'

Trevor has sent us another picture of the same vehicle on the same tour at the same location at a different date.



FALKLANDS RM

BARRY RENNISON also photographed Routemaster RML2593 with Penguin Travel in the Falkland Islands! The vehicle is used on tours by all account.

'ROUTERMASTER' SANDWICH WITH CHILE

When BARRY RENNISON was about to return home from Santiago Airport in Chile from a six-week tour of South America, he was feeling peckish and so he bought a chicken and mayo sandwich. Little did he realise that the snack would contain an interesting take on British transport, with details on the 'Routermaster'. We're not sure whether that spelling is Cockney or a Chilean?

We can't recall any RMs on Route 7 with adverts for Chilean sandwich suppliers. Wonder if any of the buses ran locally and did passengers ask for the heaters on as 'it's Chile in here?'



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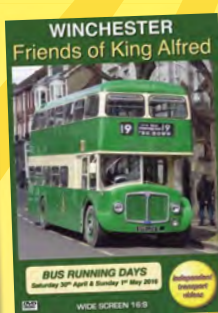
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EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbusps2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SATURDAY 9 JULY

Metroline Holloway Bus Garage Open Day. 37a Pemberton Gardens, London N19 5RR. 1030–1600. Vehicle displays, sales stands and heritage vehicles running on special services. Admission by programme with proceeds donated to charity. Vehicle entry and sales stand enquiries to: Dave Bicknell, 43, Tottenham Lane, London N8 9BD (postal) or e-mail: info@metroline.co.uk Further information nearer the date – visit: www.metroline.co.uk

Annual Lancashire Model Bus & Transport Show. Nelson Independent Methodist Church, Netherfield Road, Nelson, Lancs. BB9 9AV. 10.00–16.00. Admission: Adults £3 Accompanied children under 15 £1.50 (Under 5s free). Displays, Sales, Trade stands, Working layouts etc. Refreshments throughout the day. Organised by the Lancashire & Cumbria Area of the Model Bus Federation. Further details from krdiggins@live.co.uk

SATURDAY/SUNDAY 9/10 JULY

East Anglia Transport Museum. London Event. Saturday 11.00–18.00, Sunday 11.00–17.00. Come along and help us celebrate the 80th birthday of our London trolley bus 260. We hope to have a visiting London tram and trolleybus running along with the vehicles from our own collection. Park & ride, BBQ in the park and free vintage bus trips around town will make this a worthy summer event to visit. Admission: Adult £9, Senior £7, Child (5-15 years) £6, under 5s FREE. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Telephone (01502) 518459, e-mail: admin@eatransportmuseum.co.uk or visit website: www.eatransportmuseum.co.uk for full details.

The Trolleybus Museum at Sandtoft. Weekend Trolleydays & Teddy Bears' Picnic, Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

Aston Manor Road Transport Museum 29th Annual Open Day. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. Vehicle displays, free bus services running throughout the day and sales stands. Admission (includes programme): £5 Adults, £2 Child, Family £13. Enquiries: 01922 454761, website: www.amrtm.org

South Yorkshire Transport Museum Event Day at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30–16.00, shop and café open. Bus service to/from Rotherham Bus Station (Stand C1) hourly from 10.45. Admission £4, Concessions £2.50, Family £10. Further details from: info@sytm.co.uk or Tel: 07950 327237.

Tenth Annual Peterborough Bus & Commercial Vehicle Rally at Sacrewell Farm on the A47 near Peterborough, PE8 6HJ. 10.00–16.00. All preserved and modern buses, coaches and commercials welcome. Stalls also welcome. On site café, free bus service from and to Peterborough Bus Station and frequent free vintage bus trips to and from Nene Valley Preserved Railway. Free admission for entrants and public. Parking £5 (refunded against admission to Farm & Country Centre). Details/bus timetables/entry forms on the rally website: www.busrally.co.uk

West Riding Bus Group Annual Transport Rally and Vintage Bus Running Day, Heath Common. Free vintage bus services, classic car display, Trade stands, kiddies fairground rides. Details available from: www.wrbg.co.uk

Burscough: Merseyside Transport Trust Open Day. The Merseyside's annual Open Day at Burscough. Event to be held at Osprey Place, Burscough Industrial Estate, Burscough, nr Ormskirk, L40 8TG. More information will be available at: www.mttrust.co.uk

Gloucestershire Warwickshire Steam Railway 8th Bus Rally and Running Day. The GWSR Station, Toddington, Gloucestershire GL54 5DT. Parking also available at Cheltenham Racecourse Park & Ride then a short walk to the station. Details: A C Shapcott, Rally Organiser, e-mail: ac.shapcott@btinternet.com Bus/sales stand entry forms will be posted on the Gloucestershire & Warwickshire website at www.gwsr.com and can be obtained by following the link to Events 2016 and then Bus Rally.

Eastbourne Vintage Bus Running Day organised by Country Bus Rallies and Eastbourne Classic Bus, based at the railway station.

SATURDAY 16 JULY

Alton, Hants. The 7th Alton Bristol RE Running Day. Bristol REs, VRTs Leopards and other buses operating routes from Alton Station from 10.40 until 20.50. Free services, souvenir booklet available, Includes morning connecting services from Basingstoke and Winchester Railway Stations, returning in the evening. Routes call at various pubs along the way. Further information from: Hants & Surrey RE Group, 18 Hodson Ave, Willenhall, West Midlands WV13 2HS hantsandsurreyregroup@gmail.com or at: www.bristol-re.moonfruit.com

Plymouth. Bretonside Bus Station closure, 1300–1800. Heritage bus running day with preserved buses and coaches operating over routes (free) around the City including the waterfront and Hoe. Please visit our website at www.plymouthcitytransport.co.uk for further information.

SATURDAY/SUNDAY 16/17 JULY

4th Annual Wellingborough Bus Rally at Wellingborough Museum, Castle Way, Wellingborough, NN8 1XB. 1030 to 1630 both days, bus rides, enthusiasts stalls, refreshments etc. Admission free. Details, stall and vehicle entry forms from Steve Loveridge, 75 Bakers Crescent, Irchester, Northants NN29 7BA, or e-mail: steve7941@hotmail.co.uk or Wellingborough Museum at wellingboroughmuseum@msn.com.

SUNDAY 17 JULY

31st Annual Fleetwood Festival of Transport (Tram Sunday). Lord Street/ North Albert Street, Fleetwood Lancs FY7 6DU. 10.00–17.00, admission free. Up to 300 classic and vintage vehicles in an authentic street scene. Bands, entertainment, street theatre, bus/tram trips. Visiting heritage trams. Continental Market. Transport stalls. Full cafe and toilet facilities. Free secure parking for 3,000 + vehicles. Website for further information/entry forms etc: www.tramsunday.co.uk

NEBPT Whitley Bay Bus Rally, on The Links, Whitley Bay, from 10.00. Details: www.nebpt.co.uk

Plymouth Classic Bus & Coach running day and classic vehicle rally, George Junction Park & Ride, Plymouth. 1000-1600. Preserved and service buses running free routes into the City and across the Moors and classic vehicles on display. Family entertainment/trade and enthusiast stalls/model displays. Plenty of FREE parking and FREE City link Bus and more . . . Please visit: www.plymouthcitytransport.co.uk for further information.

Alton Bus Rally & Running Day, at Anstey Park, Anstey Lane, Alton, Hants, GU34 2HB, 10.00 - 17.00. An extensive network of free bus services will operate from Anstey Park to surrounding towns and villages. There is also a large display of other types of vehicles including classic cars, lorries, motorcycles, vans, emergency services and military vehicles. Admission to the event is FREE. Catering, sales stands, toilet facilities and free parking on site. Programme (with timetables) available to purchase on day. Transport links: Free buses from/to Alton Railway Station connecting with trains from/to London Waterloo. Free feeder services from/to Aldershot, Basingstoke, Farnham, Guildford and Winchester. For more information contact: Alton Bus Rally, 23 Somertons Close, Guildford, GU2 9YB, e-mail: altonbusrally@hotmail.co.uk or see website: www.altonbusrally.org.uk

Oxford Bus Museum Vintage bus rides. Open 10.30-16.30 with bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

26th Walsall Classic Car and Transport Show. Walsall Arboretum Extension, Walsall, WS1 2QB. Details: Gemini Events, Tel: 01527 831726. Website: www.classicmotorshows.co.uk

Sports & Social Club, Wheelers Lane, Kings Heath, Birmingham B13 0ST. 1000-1600. There will be new and old buses, and sales stalls and refreshments. Free entry, all welcome. Please contact Andy Collett at Yardley Wood Garage (Tel: 07909 637620) for entry forms and further details.

FRIDAY/SATURDAY 29/30 JULY

London Transport Museum, Depot Discovery Tours at Acton Depot. Museum Depot in Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. Adult £12, Concession £10, under 16s must be accompanied by an adult. Tickets must be pre-booked. Details: 020 7565 7298 or visit: www.ltmuseum.co.uk

SATURDAY 30 JULY

The Trolleybus Museum at Sandtoft. Gathering 2015 Preview. Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

SUNDAY 31 JULY

The Trolleybus Museum at Sandtoft. Gathering 2015. Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

20th Beaumanor Classic Car and Transport Show. Beaumanor Hall, Woodhouse, Leicestershire LE12 8TX. Details: Gemini Events, Tel: 01527 831726. Website: www.classicmotorshows.co.uk

Bristol Vintage Bus Group/Avon Valley Railway Rally and Open Day based at Brislington Park & Ride site (on A4). Details: www.bvbg.org.uk

Southsea, Hants. Free Southsea Circular service operated by buses from the City of Portsmouth Preserved Transport Depot collection (new route for this year). For details please see website: www.cpptd.co.uk

SUNDAY 24 JULY

Kings Heath, Birmingham. Celebrating the 30th Anniversary of De-regulation and also the 90th Anniversary of the No 11 Outer Circle bus route. West Midlands Travel (Birmingham)



Provincial Society Bus Rally



Sunday 7th August 2016 at Stokes Bay, Gosport **FREE ENTRY**

10:00 - 16:30

Large display of static buses and coaches

A day out for all the family

Transport stalls

Children's amusements

Cavalcade around Gosport



No 57 – Provincial's coach/bus is due to make its re-appearance at this year's rally

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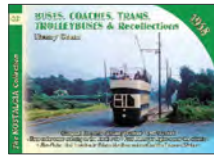
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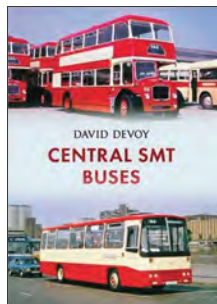
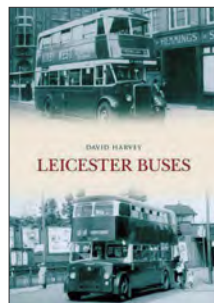


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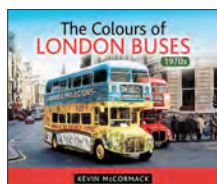


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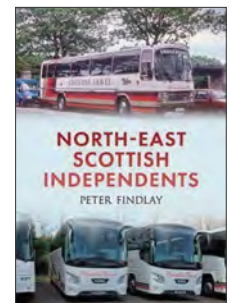


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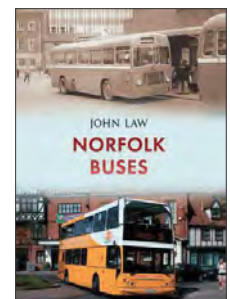


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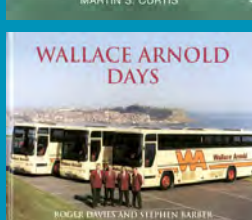
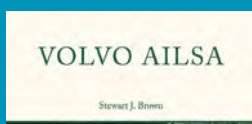
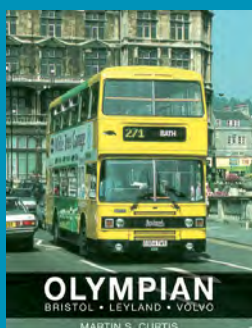
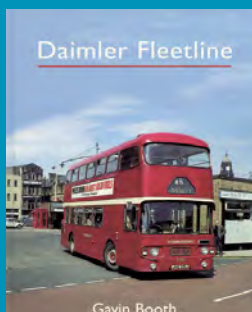


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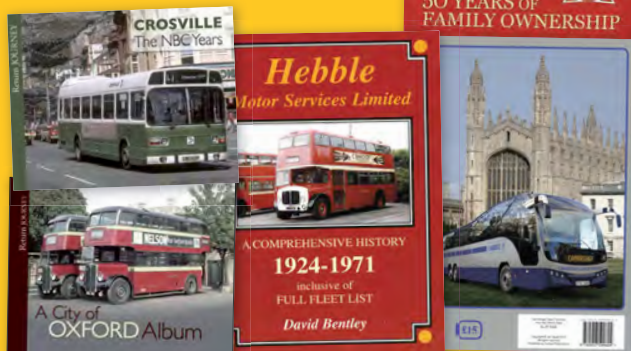
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458 passed through numerous owners after 1970, before I acquired it in 2008. In the time I have owned it, 458 has been treated to an extensive refurbishing of the ash framework.

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24906 Reeve Burgess Minibus FIRST CAPITAL CITYBUS

This ex Eastern National Reeve Burgess Minibus is seen in First Capital Citybus red and yellow livery. Registered F257 RHK, fleet number 567 works the popular route 212 to Walthamstow.

JULY RELEASE



26330 Guy Arab II Utility PLYMOUTH CITY

Plymouth was one of the most heavily bombed U.K. City's of World War two, with so much destruction there were few landmarks left for the buses to head for. This Guy Arab Utility, registered CDR 679, fleet number 249 works route 22 to Theatre, one of the few recognisable buildings left.

JUNE RELEASE



12124 Harrington Cavalier GREENSLADES TOURS

Exeter based Greenslades Tours operated this Harrington Cavalier from new, before their eventual merger. Decorated as new registration number 540 CFJ is operating a tour to Wales.

JUNE RELEASE



27319 Leyland TD1 SCOUT MOTOR SERVICES

Scout Motor Services Leyland TD1 fleet number 24, registered CK 4569. Seen operating on route to Blackpool from Preston, a route that was shared with Ribble under an agreement between the two company's.

JULY RELEASE



31911 RML Routemaster LONDON COUNTRY N.B.C.

Working out of Windsor Garage RML 2411 works route 407 to The Harrow Pub in Langley Village. Registered JJD 411D this N.B.C. London Country Routemaster is sure to please many collectors.

JULY RELEASE



20652 Plaxton Pointer Dart ORPINGTON BUSES

The first in a new fleet on our models sees this Plaxton Pointer Dart in Orpington Buses livery. Registered P411 MLA this early two step entranced Dart works route R9 to Orpington Station via The Walnuts Shopping Centre.

JUNE RELEASE



28013 Daimler DMS 1 Door CHASERIDER / MIDLAND RED NORTH

This DMS retained its N.B.C. green colours as it entered the Midland Red fleet in Chaserider livery. Registered TGX 831M it is working route 156 to Cannock. This model adds to the growing number of liveries on these ex London buses.

JULY RELEASE



16016 Leyland PD2 Lowbridge TODMORDEN / BRITISH RAIL

This Lowbridge Leyland PD2 would have taken in some beautiful scenery whilst on route to Keighley. Jointly owned by Todmorden and British Railways fleet number 3 registered GWW 39 carries a period advert for Webster's Brewery of Halifax.

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